The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $19,500,000
Silver Reserve .....$ 9,500,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
Hon. Mr. C. W. Dickson, Deputy Chairman.
E. Goetz, Esq. | Hon. Mr. R. Shewan.
C. R. Lenzmann, Esq. | N. A. Siebs, Esq.
G. H. Medhurst, Esq. | H. A. W. Slade, Esq.
D. M. Nissim, Esq. | H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 4th April, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [22

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin | Calcutta | Hankow | Peking
Tientsin | Tsinanfu | Tsingtau | Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) — Berlin.
Direction der Disconto-Gesellschaft — Berlin.
Deutsche Bank — Berlin.
S. Bleichroeder — Berlin.
Berliner Handels-Gesellschaft — Berlin.
Bank fuer Handel und Industrie — Berlin.
Robert Warschauer & Co. — Berlin.
Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 30th April, 1906. [24

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [287

YOKOHAMA SPECIE BANK, LIMITED. THE

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 21,000,000
CAPITAL UNCALLED..... „ 3,000,000
RESERVE FUND ..... „ 10,300,000
SPECIAL RESERVE FUND ..... „ 1,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. | HONOLULU.
NAGASAKI. | SHANGHAI.
LYONS. | NEWCHWANG.
SAN FRANCISCO. | MUKDEN.
BOMBAY. | PORT ARTHUR.
TIENTSIN. | CHEFOO.
PEKING. | DALNY.
KOBE. | TIE-LING.
LONDON. | OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.
Hongkong, 14th May, 1906. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE
Manager.
Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
„ 6 „ 4 „ „ „ „
„ 3 „ 3 „ „ „ „

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [20

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 12th July, 1905 [67

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904. [68

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

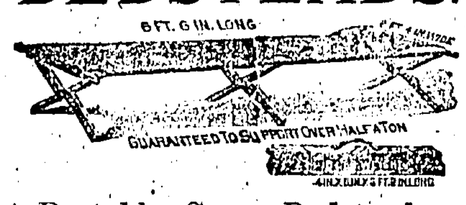
FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY (Calling at Penang, if sufficient inducement offers)	TIENTSIN, F. E. Andrews, R.N.R.	About 26th May	Freight only.
YOKOHAMA via SHANGHAI, MOJI and KOBE	PALMA, G. W. Cockman, R.N.R.	About 27th May	Freight only.
SHANGHAI	ARCADIA, W. W. Cooke, R.N.R.	About 31st May	Freight and Passage.
LONDON, &c.	OCEANA, W. W. Cooke, R.N.R.	2nd June, Noon.	*See Special Advertisement.*

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 24th May, 1906 [4

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN  CLOSED.

$8 each.

The Most Portable Camp Bedstead ever made.

THIN TROPICAL BLANKETS,
$3.00 each.
A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.
Hongkong, 16th May, 1906. [40

AQUARIUS

TRADE MARK

SPARKLING MINERAL TABLES WATER; Qts. Pts., & Splits.
SILENT WATER; Qts.
STONE GINGER BEER.
GINGER ALE.
TONIC.
LEMONADE.

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages and by these means ABSOLUTE PURITY IS GUARANTEED.

Telephone No. 75.

SOLE AGENTS—
CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 4th May, 1906. [46

"MINIMAX"
HAND
FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.
"MINIMAX"
Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [33

For Sale.

FOR SALE OR TO LET.
AT THE PEAK.

A SIX-ROOMED HOUSE, with DRYING, DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; fitted with superior Baths and with Hot and Cold Water; large Kitchen; Laundry and Servants' Quarters.

A FIVE-ROOMED HOUSE, with DRYING, DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.

For particulars and terms, apply to
SHEWAN, TOMES & Co.
Hongkong, 8th May, 1906. [336

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.75 per Cask ex Factory.

In Bags of 250 lbs. net $2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905. [57

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kuro, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI." (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mamuda, Mannouri, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

45] S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904. '55

Hotels.

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
H. HAYNES,
Hongkong, 15th March, 1906. Manager. [25

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [31

Telegraphic Address: 'CONNAUGHT.' CONNAUGHT HOTEL. *Telephone,* No. 170.
HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished.
Hydraulic Elevator.
Hot and Cold Water Baths and Shower Baths.
Flush Water Lavatories.
Excellent Cuisine and Wines.
Under European Management.
Launch Service for Guests.
Hongkong, 16th June, 1905. [27

VICTORIA HOTEL, *SHAMEEN, CANTON,* ON THE BRITISH CONCESSION.

MACAO HOTEL, *MACAO, CHINA,* IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

261 WM. FARMER, Proprietor

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30

CARLTON HOUSE HOTELS,
Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE SPECIALITIES.

For terms, apply to—
THE PROPRIETOR.
Hongkong, 7th May, 1906. [519

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [28

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.
Macao, 26th October, 1905. [29

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....1,998 tons,.....Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGA-TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

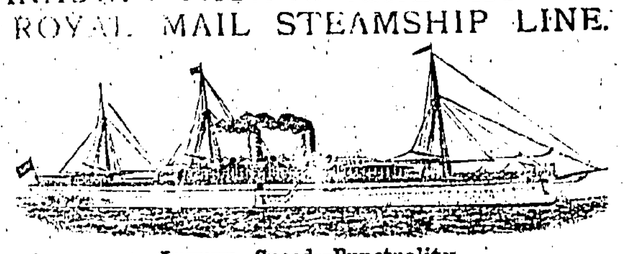
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906. [10

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration)*:

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20
"EMPRESS OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	3,440	WEDNESDAY, June 27	July 21
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,
Hongkong, 23rd May, 1906. *Corner Pedder Street and Praya, opposite Blake Pier.* [13

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARCADIA..... Hildebrandt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th May	Freight.
C. FERD. LAEISZ Meyerdiercks.....	MARSEILLES, HAVRE & HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st June	Freight.
SITHONIA ..... Brehmer	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	6th June	Freight.
ANDALUSIA ..... Schmidt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th June	Freight.
ACILIA ..... Schuelke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June	Freight.
RHENANIA *..... Förck	HAVRE and HAMBURG, and NAPLES for Landing Passengers. (Calling at S'PORE, PENANG & COLOMBO).	12th July	Freight and Passengers.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.

Hongkong, 21st May, 1906. [5

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 6th day of June, 1906, at Noon, the Steamship *ROON*, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th June.

Contents of Packages are required. No Parcel-Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship *WILLEHAD*, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	$20.00	Return	$80.00	$50.00
TO NEW GUINEA.....	£28.—	£18.10	£14.00	Return	£42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return	£54.—	£36.—
TO SYDNEY	£31.—	£23.—	£15.—	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00	Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PREUSSEN*	FRIDAY, 25th May, at 7 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*ZIETEN*	WEDNESDAY, 6th June.
YOKOHAMA & KOBE	*PRINZ WALDEMAR**	WEDNESDAY, 6th June.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th May, 1906. [5

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road.
Hongkong, 27th November, 1905. [43

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905 [14

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJIPANAS ...	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June
TJILATJAP...	JAPAN	Second half June	JAVA PORTS	Second half June
TJILIWONG..	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 24th May, 1906. [15

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

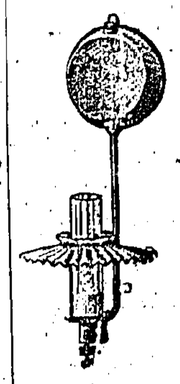
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903 [65

FOR SALE.



WELSBACH'S IN. DOOR and OUT. DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock,

TAI KWONG CO.,
109, Des Vœux Road Central.
Hongkong, 10th April, 1906. [59

Intimation.

Powell's

ALEXANDRA BUILDINGS,

Des Vœux Road.

JUST RECEIVED.

LADIES' BATHING COSTUMES,

Comfortable,

Durable,

and

Dainty.

BATHING CAPS,

$1 EACH.

SPECIAL

NAVY SERGES

for

BATHING COSTUMES,

(Guaranteed fast dye)

$1.25

per yard.

WM. POWELL, LTD.,

Alexandra Buildings,

HONGKONG.

Hongkong, 18th May, 1906. [42

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese

Silk Piece Goods,

Silver Wares,

Rare Embroideries,

Grass Cloths,

&c., &c.,

SUITABLE BOTH FOR LADIES AND GENTLEMEN.

Ladies' Blouses

AND

Gentlemen's Pyjamas

SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 4th May, 1906. [530

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905 [71

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS' COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 7th March, 1905. [51

To Let.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147

TO LET.

"HAYTOR," THE PEAK. Immediate Possession.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 17th March, 1906. [363

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [73

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIPON TERRACE.
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 12th May, 1906. 172

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATOON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 26th April, 1906. [502

FRENCH AND ENGLISH WIVES.

The psychological contrasts presented by the characters of English and French women, upon which the French Ambassador has discoursed with much penetration and charm, are perhaps more notable in method than in principle. Broadly speaking, the households of the two countries differ in this respect—that in England the home life revolves round the father, in France round the mother. The British husband is somewhat cooler and more businesslike than his wife. In France it is otherwise. Probably there are few married men in England who would like to see the words "and obey" omitted from the bride's undertaking in the marriage ceremony. Across the Channel the obedience is frequently reversed. In the peasant and shopkeeping classes, for instance, the wife makes no scruple about ordering her husband to take a message for her. If he is slow in doing so, she does not hesitate to add the command, "Run!"

Such national differences are always profoundly interesting; but things are not quite what they seem, in either case. The English husband often has the deepest respect for his wife's sound sense and good judgment, though he may keep his opinion to himself. When the total of an intelligent woman's activities in England and France is arrived at, there is no very vital discrepancy between the two. Both housewives influence their husbands very greatly and their sons still more. In either household the woman can not only be perfectly happy, but can find the fullest scope for all the abilities of heart and head which nature has bestowed on her.—*Rangoon Times.*

THE PROTECTION OF COPYRIGHT.

JAPANESE-AMERICAN AGREEMENT.

A Treaty between Japan and the United States relating to the protection of copyright, signed in Tokyo on November 10th last by Count Katsura, Minister for Foreign Affairs, and Mr. L. C. Griscom, U.S. Minister in Tokyo, has been ratified by his Majesty the Emperor, and duly promulgated by the Governments. The Treaty reads as follows:—

Article I.—Subjects or citizens of either of the two contracting parties shall enjoy in the dominion of the other the protection of copyright—on an equal basis to the protection given to native subjects or citizens—against the reproduction of literary or fine art works and photographs, subject to the provisions of article II of this Treaty.

Article II.—Subjects or citizens of either of the two contracting parties may, without obtaining the consent of the author, translate books, pamphlets, and other writings, dramatic works, and music published in the dominion of the other, and print and publish the said translations.

Article III.—This Treaty shall be ratified and the ratifications exchanged in Tokyo at the earliest possible date, and shall take effect immediately on the exchange of ratifications. This Treaty shall be applied exclusively to works published after the date on which the Treaty takes effect. Either of the contracting parties reserves the right to give notice to the other at any time of its intention to terminate the Treaty, and this Treaty shall become entirely null and void upon the expiry of three months after notice of termination has been given.

When the Treaty was signed diplomatic Notes were exchanged between Count Katsura and Mr. Griscom with reference to the interpretation of Article III. of the Treaty. Count Katsura stated that his Government interpreted the phrase "to works published" occurring in the Article in question as "to being published for the first time," so that the Treaty would not be applied to reproductions of works published in the dominion of either of the contracting parties before the exchange of the ratifications. In reply Mr. Griscom confirmed the interpretation by the Japanese Government of the phrase referred to.

THE distinction of being the oldest living thing undoubtedly belongs to one of the giant trees, and many attempts to locate it and determine its age have been made. A century ago De Candolle found two yews—one at Fortingal, in Perthshire, and one at Hedsor, in Bucks—that were estimated to be respectively 2,500 and 3,240 years old. Both are still flourishing, and the older tree has a trunk 27ft. in circumference. A gigantic baobab in Central America, with a trunk 29ft. through, was thought by Humboldt to be not less than 5,150 years old. Mexican botanists believe that they have now discovered a life-span even greater than this, and from the annual rings a cypress of Chepultepec, whose trunk is 118ft. in circumference, is assigned an age of about 6,200 years.

A DEBT-COLLECTING agency which is run as a part of the regular public postal system is the newest "improvement" of the post-offices of Austria. Despite the novelty of the enterprise, the plan has worked admirably so that thousands of pounds are collected annually by the postmen throughout the Austrian empire. The system is very simple. Suppose a tradesman in Vienna has on account due from a customer in, say, such a distant town as Budapest, which he wishes to collect. Distance does not matter in the least. He merely sends the bill to the post-office in the capital, whence it is at once transmitted to the post-office at Budapest. There the postman presents it to the debtor, collects the cash, and remits it to the Vienna post-office, whence it is delivered to the tradesman by postman. In the event of payment being refused which, of course, sometimes happens, the creditor is promptly apprised of the fact and valuable time is thus frequently saved.

Intimations.

OF THE MULTITUDES

who have used it, or are now using it, we have never heard of any one who have been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world. 12

THE DAIRY FARM COMPANY, LIMITED.

THE Price of Best Quality AUSTRALIAN BUTTER IS REDUCED to 65 Cents per lb. from to-day.

Hongkong, 23rd May, 1906. [590

A. CHAZALON & CO

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.
SALMON BELLIES " "
SALTED HERRINGS " "
" MACKARELS " "
GERMAN SAUSAGES in Tin (Assorted).
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS IN SYRUP (Assorted).
" STUFFED OLIVES.
" ANCHOVY IN OIL (Boullers).

ALSO

PASCALL'S ASSORTED SWEETS and TOFFEES.

Hongkong, 12th May, 1906. [91

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公源廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [706

Auction.

E. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON MONDAY, the 28th May, 1906, at 11 A.M., at ARMY ORDNANCE STORES, Queen's Road East, THE FOLLOWING GOVERNMENT STORES at the ARSENAL YARD:—

AXLETREES, BOLTS and NUTS, IRON SAFES or PORTABLE MAGAZINES, WHEELS, COPPER SCALES, VICES, LEATHER STRAPS, OLD BRASS, GUNMETAL, COPPER, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANISED IRON, LEATHER, BLANKETS, TENT DUCK, TARRED and PLAIN CANVAS, ROPE, DOOSOOTIE BUNTING, WOOLLEN RAGS, OLD WOOL, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c., &c.

A large quantity of OLD BRASS.

ALSO

A quantity of Old and Part Worn CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of description at purchasers' risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 19th May, 1906. [581

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the MITSUI BUSSAN KAISHA, to sell by PUBLIC AUCTION, ON SATURDAY, the 26th May, 1906, at 12, Noon, at Kowloon Marine Lots Nos. 48-50, Yau-ma-ti,

856 Tons KARATZU UNSCREENED COAL

Ex S.S. "KOTOHIRA MARU,"

(more or less damaged by Sea Water).

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 23rd May, 1906. [588

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON TUESDAY AND WEDNESDAY, the 29th and 30th May, 1906, at 10 A.M. each day, at H. M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—

OLD STEEL WIRE ROPE, REFRIGERATING MACHINE, BOATS' ENGINES and BOILERS, CHAIN CABLE and GEAR, ELECTRIC CABLE, STEEL WIRE HAWSERS, OLD BRASS and IRON, RIVETS, LOAM, PAPERSTUFF, CANVAS, PROVISIONS, IMPLEMENTS, CASKS and CASK STAVES, CLOTHING MATERIALS, BLANKETS, OFFICERS' MESS TRAPS and TOBACCO.

Catalogues may be had on application.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 16th May, 1906. [565

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

MR. GEO. P. LAMMERT has been instructed to sell by PUBLIC AUCTION, ON TUESDAY, the 29th day of May, 1906, at 3 P.M., at his Sales Rooms, Duddell Street, Victoria, IN ONE LOT.

The VALUABLE LEASEHOLD PROPERTY registered in the Land Office as SECTION D OF INLAND LOT No. 585 with the Messuage and Buildings thereon, known as No. 11, SEYMOUR ROAD, held under a Crown Lease dated the 14th December, 1859, for a term of 999 years. Proportion of Crown Rent payable $1.60.

For further particulars, apply to—

Messrs. EWENS, HARSTON & HARDING,
Alexandra Buildings,
Vendor's Solicitors,
or to
The Auctioneer.

Hongkong, 21st May, 1906. [584

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION, ON MONDAY, the 11th day of June, 1906, at 3 P.M., at their Sales Rooms, No. 8, Des Vœux Road Central, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situate at Victoria, in the Colony of Hongkong, viz:—

All those PIECES or PARCELS OF GROUND situate at Victoria aforesaid registered in the Land Office respectively as the REMAINING PORTION OF SECTION A OF INLAND LOT No 505 and the REMAINING PORTION OF INLAND LOT No. 505, together with the Messuages thereon, known as Nos. 54, 56, 58, 60 and 62, Stone Nullah Lane, and Nos. 4, 6, 8, 10 and 12, Wanchai Road.

Area 3,694 square feet or thereabouts. Term 999 years.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 23rd May, 1906. [589

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 14th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY,

Originally intended to be put up as the Kwantunsk Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of proprietor Mr. Hereditary Honorary Citizen Anatoly Charlampiewitch Tetjukow of Saigrajewo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:—

LOCOMOBILES ..... (Wolf, Magdeburg).
MILLING MACHINES... ..(Smidt, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr. ").
ELECTRICAL " (Allg. Elec. Comp.).
TRUCKS, &c. .....(Orenstein & Koppel).
&c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Kljaksdorph, near Malmo in Sweden.

Specifications of the Machines and accessories as well as any further information may be obtained from—

SIEMSSEN & CO.,
Hamburg & Hongkong,
and
LAWYER BUBNOFF,
in St. Petersburg, Wassilii Ostrow,
4 Linie, Haus No. 5,
as well as from the Auctioneers,
Messrs. HUGHES & HOUGH.

Hongkong, 1st May, 1906. [518

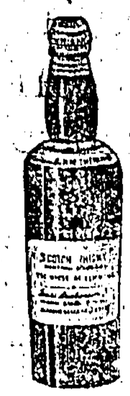
Intimations.

THE POPULAR

SCOTCH

IS

"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [52

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1902. [62

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

WHITE WINES.

Graves ..... $7.00 Per Dozen Quarts.

BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

Graves ..... $10.00 Per Dozen Quarts.

Sauternes ..... 10.00 " "

Chateau d'Arche 20.00 " "

BOTTLED BY

EMMEL, DESPUJOL FILS & PICQ, BORDEAUX.

Barsac ..... $14.00 Per Dozen Quarts.

Sauternes ..... 20.00 " "

Chateau Guiraud 29.00 " "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 12th June, 1905. [50

Intimations.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS,

ALEXANDRA BUILDINGS.

SCOTCH WHISKIES.

GREAT REDUCTION IN PRICES.

From this date the prices of our popular brands of SCOTCH WHISKIES will be as under:—

	Per Case of 1 doz.
A. THORNES BLEND	$11.00
B. GLENORCHY BLEND (A Fine Soda Whisky)	11.40
C. ABERLOUR-GLENLIVET (A Fine Peaty Flavoured Whisky)	12.50
D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ...	14.00
E. BLEND. The popular Whisky in the Far East	15.00

The above prices are strictly *net*. The discount of five per cent. previously allowed on our Whiskies ceases from this date.

A. S. WATSON & CO.,

LIMITED,

WINE AND SPIRIT MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 17th May, 1906. [35

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHAMPAGNES

PERINET

AND

FILS.

RHEIMS-CHAMPAGNE.

MODERATE IN PRICE, AND

ABSOLUTELY

GRAND VINS.

Hongkong, 27th July, 1905. [36—18

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents: Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 24, 1906.

SINGAPORE'S HARBOUR SCHEME.

On the 12th of April, the contract tendered by Sir John Jackson, Ltd., for the construction of the harbour improvements at Singapore was formally accepted by the Crown Agents, in behalf of the Government of the Straits Settlements. The terms and conditions were finally arrived at on that date after correspondence, and in the letter accepting the offer of Sir John Jackson, Ltd., involving a matter of some £1,250,000, the Crown Agents wrote: "The matter being now settled we are giving instructions for the preparation of the necessary contract in which the terms arrived at in correspondence will be embodied. In the meantime, the work should proceed and we propose to consider to-day as the date of our acceptance of your tender." The celerity with which the preliminary negotiations have been hurried through is the more remarkable when we consider the interminable delays which occurred in the past. Schemes innumerable have been formulated; everybody in the Southern Settlement has had a say in the matter; and when other subjects failed it was always easy to raise a squabble by dilating on the proposed harbour improvements. Every other man in the Colony had a cut-and-dried scheme in his pocket, which he was prepared to discuss at a moment's notice. The question shattered whist parties, and parted friends of long standing. Only those who refused to be tempted into the lists, and saw beneficial features in every scheme framed by amateur engineers were able to weather the storm of angry debate. At length an official scheme was produced and that scheme is now accepted. It is safe to say that few in Singapore agree that it is the best scheme that could have been framed. It is certainly a costly affair; that it will prove as valuable to the port as its originators believe is very problematical. Years must elapse before its advantages become apparent, but at least the question is settled for the moment. The correspondence which ensued over the tender submitted by Sir John Jackson, Ltd., was unusually brief, considering the immense sum at stake. There was a short account of the conditions under which the Telok Ayer quay wall should be built, a reference to the composition of the west and inner south moles, and certain requirements as to the deposit of surety money. The time for the construction of the improvements was extended from five and a half to six years. The contractors stipulated that while they were to be bound to carry out the east and south moles if ordered within two years, the Crown Agents would be bound to give the Company the option of carrying out this work at the quoted rates, should it be decided to proceed with it at any date before the completion of the first contract, and in the event of the cost of labour in the interval between two years of this date and such date of order having advanced then at such reasonably increased rates as may be agreed upon with the engineers appointed by the Crown Agents. The contractors offered to deposit £20,000 in Consols or equally good securities, which would remain in the hands of the Department until ten per cent. of the work had been performed. A question arose as to the terms on which the securities should be returned. The contractors held that in the event of the works being suspended by causes beyond their control the securities should be handed back to them. The Crown Agents replied "We agree to the remainder of your proposals as to the security, except that we cannot bind the Government to so indefinite an undertaking as the return of the securities should the works be suspended by causes beyond your control. Should the works be suspended through the act of God or the King's enemies we have no doubt that an application from you would be considered by the Government." That was not entirely satisfactory to Sir John Jackson, Ltd., who desired a specific undertaking by the Crown Agents, and finally the latter agreed to release the securities if the works are suspended by the act of God or the King's enemies, or in consequence of an order to suspend the works issued by the Colonial Government. The work will accordingly proceed forthwith. The subject, therefore, enters the sphere of practical life, and Singaporeans have the doubtful pleasure of having their gloomy prognostications fulfilled or otherwise. At any rate, they will no longer be arguing in the dark, for theory will give place to ocular demonstration.

FOREIGN CAPITAL IN JAPAN.

The Japanese papers are seriously discussing the action of the Government in seeking to restrict the introduction of foreign capital into that country. Since the conclusion of the war, many private firms have been in negotiation with foreign financiers with the object of securing fresh capital to enable them to extend their operations. It is the belief that Japan is on the eve of great commercial developments, and money is necessary if the new era of prosperity is to be caught at the flood. But the Government is decidedly averse to the wholesale borrowing which is necessary if the required increase in capital is to be obtained. The Government has ordered it to be made known that if capital is wanted the Nippon Kogyo Ginko, a semi-official institution, is prepared to grant loans at low rates of interest. According to the *Mainichi* of Osaka the Government learnt that the Hokkaido Colliery Railway Co. had negotiated a British loan of £1,000,000 at 5 per cent. interest, the amount receivable being £92½ per £100, less commission and fees. The transaction was generally regarded in Japan as a satisfactory one, but the Government questioned the wisdom of the Company's action, urging that the cost of the loan was too high and making various other objections. Later on, the Kansai Railway obtained a foreign loan of £1,000,000 on still better terms, the interest being 4½ and the amount receivable £92 per £100. The Government, however, again showed dissatisfaction, and it took means to make its displeasure known to the Company. Eventually the Government advised the latter to deposit half the amount of the loan with the Kogyo Ginko, and with this suggestion the Company complied. Thereupon, according to the *Mainichi's* information, the Bank utilised the Y5,000,000 thus obtained in purchasing Exchequer Bills. The Railway Company, however, only complied with the Government's proposal in a half-hearted way, for it immediately began to withdraw its deposit until now a very small portion of the amount handed over to the Kogyo Ginko remains in the hands of that institution. The fact seems to be that the Government of Japan have failed to convince private enterprises that it is better to secure loans in the country to the exclusion of foreign money. Thwarted in their efforts to direct trade in the direction of the Bank, the Government have been considering other methods to prevent the contracting of outside debts, without success however. It is suggested that the authorities have instituted a kind of fishing inquiry in various parts of the country in order to ascertain any intention to negotiate for foreign capital which may be obtained. Finally, it is now asserted that the Government has taken the more overt action of instructing the Prefectural Governors to exert their influence to send seekers after foreign capital to the Kogyo Bank. The Government may be actuated by sound motives in attempting to keep monetary transactions within the country, but interference with private concerns is seldom desirable or advisable. If the terms of the Bank supported officially are sufficient to induce business then it may be assumed that merchants and companies will not look farther afield, but competition is the breath of business life, and if foreign capitalists can and do offer better conditions, no Government, not even an autocracy, can influence the situation. The *Kobe Herald*, referring to this question, says that: "It is more than doubtful if the creation of a monopoly in favour of a privileged institution would be a satisfactory way of exercising the necessary supervision. It must be confessed that the intentions with which the Government is credited, when taken in conjunction with the nationalisation of the railways and various similar projects, indicate a tendency to interfere with the rights and activities of private enterprise which is calculated to give rise to serious apprehensions." Undoubtedly, such touting on the part of the Government is not dignified nor useful. It would not be tolerated by business men of the United Kingdom or America, and however patriotic the Japanese may be it is not likely to be acquiesced in by them. For, after all, business is not conducted on philanthropic lines. The country which seeks to retain all its interests within its own bounds is liable to find that the foreign markets can also play the same game. Japanese firms, however, are too shrewd to be guided by the molly-coddling policy of the Government, which has enough to do in rejuvenating the country after her late trials without interfering with private enterprise.

CAPTAIN Alexander Simpson, of the Aberdeen liner *Maravian*, which called at Plymouth the other day homeward bound to London from Sydney and the Cape, is on his seventy-first voyage out and home from Sydney, a record that is believed to be without parallel in the history of the British mercantile marine. He has been doing the voyage for over forty years, and has covered altogether about 2,000,000 miles without mishap. For the last eighteen years he has been experimenting with regard to the set of ocean currents, and hundreds of bottles placed in the sea by him have been returned from all parts of the world.

LOCAL AND GENERAL.

MR. Robert Brough, the well-known actor, died in a private hospital in Sydney on the 20th April. The immediate cause of death was heart failure, although Mr. Brough had been ailing for a considerable time.

DURING the twenty-four hours ending at six o'clock this morning the police at West Point picked up no fewer than four dead bodies that were dumped in the street. They were all said to have died from plague.

SHORTLY before eight o'clock last evening the fire brigade were called out, by the alarm, to a fire supposed to have occurred in Wellington Street. When they arrived on the scene they were told that their services were not required and the engines were returned. It appears that fire broke out in a chimney of a house there and the alarm was sounded. The policeman on that beat, with the assistance of the inmates of the flat, extinguished the blaze before it had got to any serious proportions. The damage done is trifling.

THE *Bangkok Times* understands that the Siamese Government is making arrangements for the introduction of a gold coinage shortly, thus replacing silver as the sole metal currency. The pieces to be issued will be of twenty and ten ticals value respectively. The issue of gold coins will not interfere with the exchange value of the silver which will remain legal tender to any amount as heretofore. The advantages of a gold coin are obvious, as doing away with the bulk of silver, and representing value in itself whereas the note represents value held by the Treasury. The exact date of the issue has not been decided upon, but it will probably be within the next twelve months.

IT is reported from Wuchang that Viceroy Chang Chih-tung, with his well-known interest in educational matters, has decided on the establishment of a Government College of an especially high standard. His object to afford to students who have been selected to go abroad to acquire a professional or technical education as complete a knowledge of Western learning as possible beforehand, and to this end, is taking the steps abovementioned. He has ordered the Department of Education at Wuchang to request the officials and teachers of the existing higher schools to submit suitable proposals as to the best plan how to equip and run such a college.—*Shanghai Times.*

ATTEMPTED SUICIDE BY A CHINESE PASSENGER.

The report, which was circulated in the city yesterday to the effect that a Chinaman—one of the crew of the C. P. R. Company's steamer *Empress of China*—had committed suicide on board that vessel yesterday afternoon, was to some extent highly exaggerated. On inquiries being made this morning we learn that a Chinaman attempted suicide on board that vessel yesterday, but that he was not a member of the crew. This Chinaman, whose name is Chu Muk Lung, was formerly a hawker in Vancouver, and when the vessel left that port for the Far East, he boarded her as a steerage passenger, homeward bound. Everything went well until near Japan when it was found that the hawker was a most quarrelsome passenger, trying to make trouble whenever he had a chance, and his actions on the vessel were very peculiar. The doctor of the *Empress of China* had the hawker summoned, after he had been informed of some of his tricks, and examined the man. It is said that as a result of the examination the man was pronounced insane. He was promptly placed under lock and key, and guard kept over him to see that nothing rash was done. On the arrival of the steamer in Hongkong the man was released, and went to the steerage part of the ship, with the intention of packing his gear. The master at arms—James Gardiner—who was on duty near by, suddenly heard a noise and on investigating saw Chu Muk Lung attempting to cut his throat with a razor. Assistance was called, the man was overpowered, and, when the police arrived, he was given in custody. The alleged insane man did not succeed in cutting his throat deep enough to necessitate his transportation to hospital, so he is now in a cell at the Tsim-tsa-tsui Police Station, with a guard near at hand, and he will be placed before a Magistrate to-morrow morning.

COLLISION IN THE HARBOUR.

SAMPAN WOMAN DROWNED.

A serious collision occurred in the harbour at half-past ten o'clock last night between Dock launch No. 7 and a sampan, No. 3877, as a result of which an occupant of the sampan, a woman, lost her life. At the present moment the particulars in connection with the collision are vague, but we are given to understand that at the time mentioned the sampan, with two women on board, as the crew, was returning to the shore after conveying a passenger on board the French steamer *Hué*. The crew of the sampan, which consisted of only two women, were rowing hard, and were off the Kowloon Docks, when suddenly, as it is alleged, they were struck amidships, and the sampan capsized, throwing both women into the then fairly rough sea. One of the females was rescued, but the other sank immediately, and as yet, we are informed by the police, the body has not been recovered. The rescued woman was put on board the launch and, on arrival at Hunghom, the matter was reported at the Police Station. The sampan was, of course, smashed. We understand that an inquiry will be held into the circumstances of the accident at an early date.

At a meeting of the North Norfolk Beekeepers' Association, one member said he made £40 a year on the average from his honey "farm." He kept from twenty-three to twenty-six hives, and the yearly crop ranged from 44st. to 106st.

QUEENSLAND TO THE EAST.

GLOWING TRADE PROSPECTS.

INTERESTING INTERVIEW.

In these days of keen competition in all matters pertaining to the trade of the world, and the never-ceasing search for new markets for superfluous home products, the arrival of Mr. Frederic Jones, Commissioner of Trade for Queensland, who has come out personally to see for himself the prospects of finding new markets in the Far East for the excess food products of his State, is one of more than ordinary interest. Mr. Jones is a man of wider experience in all matters pertaining to Colonial trade and agriculture, and for that reason was appointed Commissioner of Trade, by the Hon. Mr. Deakin, Prime Minister of the Commonwealth. That being so, and learning of his arrival in the Colony, a representative of the *Hongkong Telegraph* arranged for an interview with Mr. Jones, and it took place this morning, the conversation of the gentleman interviewed being replete with most interesting and instructive facts.

INCREASE OF EASTERN BUSINESS.

Upon the subject of trade conditions in the East, Mr. Jones said: I have just left Manila, and am well satisfied with the trade returns for 1905 for the Philippines. Ordinary mercantile business from Australia exceeds two and a quarter million Mex, which is an increase of 25% over the returns for 1904. This amount, you must know, does not include supplies for the Army or Navy, or for the insular Governments to whom we sent 154,000 tons of coal, and fresh meat exceeding one million dollars Mex., in addition to various contracts for food-stuffs, details of which are not at present available. It is thus self-evident that at least in this market we can beat America herself, even in flour. Our very large increase in the flour trade in the Philippines is not due to the Chinese boycott, but simply to the question of price and quality.

QUEENSLAND'S PROSPERITY.

Queensland at the present time is enjoying all the benefits and advantages of general all-round prosperity. The country never was in a better condition and thus the policy of the present Government, now in existence just three years, has been amply justified. You must remember that we have had to fight, and are fighting now, the Old Party which laid down the dictum that we had no right to even make any attempt to do more than send home our raw manufactured article. Further than that, as far as Queensland was concerned, agriculture and manufactures were being continually cold-shouldered and the country laid out in a sheep-walk, with cattle runs, etc.

All that is altered now; and we are making enormous agricultural developments, with the result that the value of every acre of land in the settled districts has been doubled.

SUBSIDY FOR TONNAGE.

Queensland itself is now paying a subsidy of over a quarter of a million, Mex., per annum for the regular calling of the Orient steamers to take our butter alone to London. It is anticipated that the Commonwealth will shortly give heavy subsidies for cheap freights, and I am naturally anxious that the Orient shipping shall receive its proportionate share.

POPULATION.

You ask me what we are doing, or going to do about obtaining more population, whether I do not think it will be impossible to settle and develop our vast northern territory without the introduction of coolie labour, for the purpose?—Well, in the first place I cannot talk politics, but I can assure you that it is the firm, fixed, and unalterable decision of the people, not alone of Queensland, but of Australia as a whole to continue the present policy of non-admittance of the coolie.

As to the white man not being able to work and develop the resources of the far north I am of opinion that he most certainly can. The population question is a most serious one, and our best men are taking hold of it most earnestly.

"GEN." BOOTH NOT WANTED.

But if we in Queensland turn our 500,000 into 5,000,000, which I hope to see done, myself, it will not be by recruits supplied by "Gen." Booth from the scum and refuse and dregs of London and other slums, but from a strong liberal land policy, which will settle the people in groups as soon as they are brought to our shores.

TO WATCH THE NORTHERN MARKET.

It is my intention to make my headquarters in Shanghai, and work the surrounding country from there. I shall thus be able to give reliable and specific information to my Government, concerning each market, with the trade conditions and facilities for commerce. Having only just arrived I cannot give you any detailed particulars concerning the actual trade with China and Japan, but when I left Australia cargo space with every company trading to the Orient had already then been taken up for the next three months to come and additional lines were being projected.

FAITH IN CHINA.

As I said before, my faith is in China, and I have told the people in Australia continually for the last four months that this market itself will absorb all our surplus food products for many years to come, if we intelligently watch our customers, and give them what they want.

COLD STORAGE.

Cold storage? Oh, yes, as regards that I would suggest that a similar company be formed here as at Singapore—half the capital being subscribed locally, and the balance by those interested in the concern in Queensland. I am quite prepared to submit any such proposal, and I feel sure it would be a good paying proposition, in addition to its being a decided boon to the residents of the Colony.

SETTLERS IN QUEENSLAND.

As regards settlers in Queensland? Well, as a matter of fact the keen intelligent attention paid by the highly systemized Department of Agriculture, combined with most liberal landlords is at present inducing large numbers of farmers from the Southern Australian States to settle in Queensland. This, of course, I do not want to see. It is vicious to deplete one State for the advantage of another, and take away from a sister State some of her best people.

INDUCEMENTS FOR IMMIGRANTS.

There is every inducement for the British, German and Scandinavian agricultural labourer and farmer to come to us; he is a made man in five years if he does so, and he will be a citizen of the finest and most democratic country on earth.

CHINESE IN QUEENSLAND.

In the whole of Australia in 1905 there were 30,000 Chinese, of which 8,000 were in Queensland, and I may tell you that since I have been officially connected with the East I have strenuously advocated granting the Chinese any privileges granted to any other Asiatic race.

PRIVILEGES TO CHINESE.

I am pleased to tell you that the Hon. Alfred Deakin, Prime Minister of the Commonwealth, has agreed to grant exemption certificates to the Chinese official, student and merchant who desires to visit Australia. I can give all particulars regarding this exemption to all inquirers interested.

NO TROUBLE WITH CHINESE.

No, we have had no trouble in Australia with the Chinese, no boycott, nor threatened retaliation, because of our exclusion laws. Once a Chinaman is in Australia and has paid his $1,000 poll-tax, the law fully protects him, but there is little inclination, save on the part of school boys, to molest him in any way—and he is a hardworking, industrious individual and undoubtedly makes money fast. He lives there exactly as he does when in his own country.

FRUITS AND WINES.

We are doing remarkably well with our consignments of fresh fruits to Manila, and it will be one of my first works to fix up a connection for the same with China. Our summer, as you know, is your winter, so that when we are ready to ship your market will be depleted, and should be ready to receive all we can send. We might lose a little on the first, second, and even third shipment, which, however, would be but a fraction as compared with establishing a market in a new place. We have citrons, fruits, apples, pears and grapes, all of the best variety. Wines, however, must still be secured from the Southern States.

COLLISION IN WESTERN FAIRWAY.

LAUNCH RUNS INTO A TOW.

Another collision occurred at West Point at about nine o'clock last night, near the Western Fairway, but, fortunately, if any damage was done, it was very slight, although as a result of the collision Messrs. Jardine, Matheson & Co. are, probably, the losers. At the time mentioned the steam launch *Cheung Sing*, which plies between Yau-ma-ti and Hongkong, was making her usual run across the harbour. At the same time the steam launch *Kwong Yik*, with a tow of teakwood behind her, belonging to Messrs Jardine, Matheson and Company, was crossing the harbour from east to west. The report says that they met not far away, and the *Cheung Sing*, not seeing the *Kwong Yik's* tow, ported her helm enough to allow the *Kwong Yik* to pass. She then went ahead and soon came into collision with the logs of teakwood that were floating behind the other launch. The tow line was snapped and thirty-eight pieces of teak drifted away and at present have not been recovered. The launches, after ascertaining what damage was done, continued their journey.

THE SHANGHAI-YAP CABLE.

The following interesting particulars concerning the laying of the new Shanghai-Yap cable, just completed, are given in a report by the U.S. Consul at Frieburg, Germany:—

The newly laid cable from Shanghai to Yap is especially remarkable for the reason that a continuous line of cable has been laid around the whole earth which is not English.

From Europe to East Asia and to the Chinese coast there are the land telegraphs and sea cables of the Danish Great Norse Telegraph Company. The Atlantic Ocean is traversed not only by the English telegraph lines, but also by the American, French and German cables. These are, through the various service lines of the United States, combined with the western coast of America, and from San Francisco the American Pacific cable extends *vid* Guam to the Philippines. In Guam, however, the German-Netherlands cable system branches off to Yap, from which place the new cable has made a new bond of union with the German and Danish lines on the Chinese coast. The cable from Shanghai to Yap assures to Germany henceforth a telegraphic union with the Ladrone and Caroline Islands independent of English influence, and these islands are German colonial possessions, besides also the union with the Great Sunda islands and the important Dutch colonial possessions in farther India, which are so important also for the German commerce.

The Shanghai-Yap cable line has been laid in greater sea depths than any other cable. Up to a few years ago there was no cable in a greater ocean depth than 16,404 feet. The American cable in the Pacific Ocean was in 1903 laid in depths to 20,469 feet. The cable Menado-Yap-Guam, which was laid in the year 1905 by the German cable steamer *Stephan*, surpassed this record, inasmuch as it was necessary to lay the cable in depths of 22,966 feet. In the case of the cable from Shanghai to Yap, which was also the work of the cable steamer *Stephan*, it was necessary in the vicinity of Liukiu islands to reach depths of 26,246 feet, which is one of the deepest places to be found anywhere in the oceans. The cable was manufactured in Germany in the North German Sea Cable Works in Nordenham, at the mouth of the Weser.

SHIPPING AND MAILS.

MAILS DUE.

American (*Mongolia*) 26th inst.
French (*Oceanien*) 28th inst.
American (*China*) 3rd prox.
Indian (*Kutsang*) 4th prox.
German (*Prinz Waldemar*), 5th prox.

The "Ben" Line s.s. *Benavon*, from Antwerp and London, left Singapore on 22nd inst., for this port.

The P. M. S. S. Co.'s s.s. *Mongolia* will sail from Shanghai on 24th inst., and will be due at this port on 26th inst.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver p.m., on 21st inst., for Hongkong via the usual Ports of Call.

The I. C. S. N. Co.'s s.s. *Kutsang* left Calcutta for this port *via* the Straits on 19th inst., and may be expected here on 4th prox.

The H. A. L. s.s. *Ambria* from Hamburg left Singapore for this port on 23rd inst., a.m., and may be expected here on 29th inst., a.m.

TELEGRAMS.

[*Reuter's.*]

The Native Trouble in Natal.

London, 22nd May.

General Stevenson has arrived at Pietermaritzburg, *en route* to Zululand to study the operations.

This is considered significant in view of the probability of the use of Imperial troops.

Later.

The Natal columns are making huge hauls of cattle, but the rebels are successfully avoiding encounters.

The Kaiser and Prince Bulow.

The Kaiser has written to Prince Bulow, expressing his gratitude for his services, and hoping that they may be long retained for the benefit of the German nation.

Later.

The Illness of the Pope.

His Holiness the Pope is improving, and he has received several of the Cardinals.

Russia.

The Duma has received the President's notification of the Tsar's decision calmly, and are agreed that the substance of the address, and not the manner of the delivery of it, was the important point.

[*Der Ostasiatische Lloy.*]

Mr. Stewart Lockhart.

WEI-HAI-WEI'S COMMISSIONER VISITS GOVERNOR OF TSINGTAU.

Tsingtau, 16th May.

The Commissioner of Wei-hai-wei, J. H. Stewart Lockhart, arrived here to-day and is a guest of Governor van Semmern. There will be dinner in his honour to-night at the Governor's house. Mr. Lockhart intends to proceed as soon as possible to Tsi-nan-fu, where he is to negotiate with Governor Yang-Shi-chiang about different questions. It is reported that the re-transfer of Wei-hai-wei to China and the building of the railway from Tsi-nan-fu to the Yangtse valley are the main points.

[*Straits Times.*]

Bomb Explosion at Warsaw.

London, 16th May.

The explosion of a bomb has killed the Captain of the Police in Warsaw. The explosion also wounded seven persons.

The troops on the spot shot down the assassin.

They then attacked the public present with bayonets and the butt-ends of rifles.

Altogether four persons were killed and nineteen were wounded [in the tumult].

Otherwise, there were no serious disturbances in Russia.

Fighting in Zululand.

Fighting is proceeding in Zululand.

Several tribes there are ready to rise [in rebellion].

The Sinai Boundary.

The correspondent of the *Daily Telegraph* in Constantinople says that the Joint Commission appointed to mark out the Sinai Boundary will be Turko-Egyptian.

This arrangement meets the Sultan's objections to treat directly with Britain on the subject.

Germans Banquetted.

Mr. Haldane, the Secretary of State for War, speaking in German, proposed a toast to the Kaiser at a banquet given to the German burgomasters who are visiting London.

He paid a tribute of praise to the Kaiser's capacity as thinker and fighter, and his love of peace.

A National Gift.

The Lord Mayor of London has opened at the Mansion House a fund for presenting a National Coronation gift to Queen Maud of Norway.

A Notable Engagement.

The engagement is announced of Mr. Austen Chamberlain to Miss Ivy Dundas, the daughter of Colonel H. L. Dundas.

Liberals Authoritative.

The Earl of Portsmouth (Under-Secretary of State for War) said, in a speech delivered at Andover, that, if the House of Lords rejected the Education Bill, the Government was prepared to accept the challenge.

Church Disestablishment.

The Earl of Portsmouth then pointed out that the General Election was fought on the Education Question.

The result of [such rejection] would, in his opinion, strengthen the case for Church Disestablishment, and would probably lead to secularism in education.

Finance Bill Read.

The House of Commons has read the Finance Bill for the second time.

Germans Banquetted in London.

The German burgomasters visiting London have been banquetted by the Association of Municipal Corporations there.

Sir Henry Campbell-Bannerman welcomed the visit on the ground of its furthering friendly intercourse between two friendly nations.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 24th at 11.30 a. The barometer has fallen slightly over the Loochoos owing to the depression, which having moved towards E.N.E. since yesterday, is now situated to the E. of the group.

Pressure has increased over China and Japan, while a slight decrease has occurred in the S. Philippines.

Pressure is high over N. China and the Sea of Japan, and highest over the E. part of the latter area. It is relatively low over the China Sea.

Gradients are steep over S. China, and strong NE. winds are expected to continue in the Formosa Channel and the N. part of the China Sea.

Forecast:—NE. winds, strong to a moderate gale; squally, showery.

PIRACIES IN HONGKONG WATERS.

FISHING JUNK "HELD UP"

For some time the gang of pirates which infested the waters of Hongkong have lain dormant, but apparently they have set to work again to make up for lost time, for during the past week two armed piracies have been perpetrated on fishing junks outside the harbour. The first case reported occurred on the 21st instant at Chek Wan. It was about four o'clock in the afternoon, and fishing junk No. 6,091 was at anchor. An unknown boat rowed alongside, and six robbers, three armed with revolvers, and the remainder carrying pitch-forks, boarded the fishing junk. They pointed their weapons at the crew and ordered them into the hold, where they were put under lock and key. The robbers then set to work to ransack the junk and ultimately left with jewellery, clothing and money to the value of $96. When the crew of the junk came on deck again, the robbers had vanished. They set sail for Aberdeen and on arrival there reported the matter at the Police Station, but said they were unable to recognise the men.

The second robbery took place on the 19th instant, off Kut Mun Tau, at the eastern end of Double Island Passage, and near Sha Tau-kok. A fishing junk that was anchored at the place mentioned was boarded by five men, from a Hok-lo boat. The pirates were armed with revolvers and daggers, and finding the occupants asleep they set to work to rummage the craft. One of the sleepers awoke on hearing the noise, but he was quietly told that, unless he wanted to undertake a journey into the unknown, he had better cover himself and go to sleep. They found that the crew did not want to go on any long journey, and having matters in their own hands, the pirates stole everything that could be removed with ease, the value being about $60 odd. Afterwards they departed. It is thought that the same band robbed both junks, and as in this case the crew were able to give a description of the men, it is to be hoped that some arrests will be made.

SEAMAN'S SUDDEN DEATH.

ROLLS DOWN A FLIGHT OF STEPS.

The residents on the second floor of house 246, Queen's Road West, were startled yesterday afternoon when a terrific noise was heard outside their main entrance, which suddenly came to an end with a thump on their door. On proceeding to inquire into the cause of the disturbance they discovered that a Chinaman, to outward appearances dead, was lying on the landing leading into their premises. The police were summoned, and after an examination had proved that the man had just died, the remains were removed to the mortuary in an ambulance. On inquiries being made by the police it was learnt that the man was an unemployed seaman, about fifty years of age, named Lau Tsun. It appears that deceased was going up the staircase of the house to see some friend, and was a few steps from the landing of the third flight when he staggered, fell, and rolled to the second landing below, where he was found. The result of the *post-mortem* examination has not yet been made known, but it is surmised that heart failure was the cause of the fatality. It was also said that deceased was suffering from beri-beri.

STRAITS MARINE COURTS OF INQUIRY.

UNPOPULAR FINDINGS.

The following leaderette is taken from a recent number of the *Singapore Free Press*:—Like corporations, that have no bodies to be kicked and no souls to be saved, Marine Courts of Inquiry seem to have no personal independence to be appealed to, and no corporate mind to be reasoned with. We have, unfortunately, had two important ones here, lately,—the *Bentong* and the *Beechley*. The results of the two, as far as the respective captains concerned, are well calculated to make those who desire to get a reasonable idea of what they ought and ought not to do turn grey. In the *Bentong* case Captain Penn is censured for entrusting the keeping of a watch to an officer recognised by the law as trustworthy. In the *Beechley* case reported in another column, Captain Forsyth is found guilty of negligence in not checking the position of the ship between 5.30 and 6 p.m., while it is in charge of a properly certificated third officer. The only safe deduction seems to be that whatever happens the poor skipper will be held to blame—which is just about as reasonable and just as the rule prevailing with some owners, of never entrusting a ship to a captain who has been in the slightest trouble with his vessel. Mark the incongruity of the "sentences" also. Capt. Howe (of the *Haversham Grange*) is cautioned—what for we cannot say. Capt. Penn (of the *Bentong*) is reprimanded. Capt. Forsyth (of the *Beechley*) is suspended for three months. The *Bentong* is lost with twelve lives; the *Haversham Grange* is brought safe into port with next to no damage and no life lost; the *Beechley* is also brought safely into port, with loss of about one-fifth of her cargo, by the magnificent exertions of her captain, officers, and crew. Experts may be able to justify the findings of the Courts, but to the lay mind the punishments do not at all fit the crime. The Captain of the *Beechley* found his ship in an absolutely safe position at 5.30 p.m.—the Court thought so, or they would have included the first officer in the general condemnation—and because he does not take further observations within half an hour, he loses his certificate and has a permanent black mark against a professional career which has hitherto been unblemished. We are afraid that the decision will not enhance the by no means high reputation of local Marine Courts for wisdom, discretion and common sense.

A DERELICT FISHING JUNK.

GHASTLY FIND ABOARD.

At about half-past five o'clock last evening, while the police pinnace was patrolling the waters of the Northern fairway, a fishing junk was sighted some distance away, drifting at large. A telescope was levelled at the craft and to all intents and purposes she appeared to be void of a crew. The pinnace was at once headed for the fishing craft and after a few minutes she was brought alongside the starboard side. The officer on duty in the pinnace boarded the junk, but found no sign of life, and on examining the craft discovered, in a corner of the once living room, a body huddled up under some blankets. He approached the body and on pulling off the covering discovered that the sole occupant of the "fisher" was a man, who from outward appearances had been dead for some time. A tow-line from the bows of the junk was soon attached to the stern of the pinnace and with the ghastly find on board the junk, she was towed inside the habour and into the police camber at Tsim-tsa-tsui. The corpse was despatched to the mortuary, and the fishing junk disinfected. A *post-mortem* examination will be made. It is surmised that plague was the cause of the fisherman's death.

A SINGAPORE SCANDAL.

INDECENT TREATMENT OF CHINESE COOLIES.

If what we hear is correct, says the *Straits Echo*, and we have no reason to doubt the authenticity of our information, there is considerable room for improvement in the method adopted by the Singapore Medical Department of examining third class passengers arriving from China. We are told that the passengers are paraded on the deck of the steamer and made to march round before the medical officer in a state of absolute nudity, in full view of the crew, the other passengers and anybody else who happens to be present. Indeed, we have been shown a snapshot of one of these inspections and, as the camera cannot lie, we think that this may be looked upon as reliable evidence. The photograph shows the coolies being paraded on the open deck of the vessel, by the side of one of the winches, each man stripped stark naked and holding his bundle of clothes above his head while the doctor inspects him. Needless to say, the picture was neither a decent nor a savoury one. The Chinese of Singapore have communicated with the Chinese community of Penang on the subject and we understand that the Hon. Tan Jiak Kim is approaching His Excellency the Governor on the same matter. Surely some little decency could be observed in these inspections. Why not have the coolies marched through the ship's alleyway, with the inspecting medical officer stationed, say, opposite the coaling port, where would be plenty of light and the indecency of parading naked men on the open deck would be avoided? We believe that a system of inspection somewhat similar to that suggested above is practised in Penang and, as we have had no complaints on the matter, we think, that there can be no doubt that the Chinese do not raise objections to the medical inspection when carried out with due regard for both decency and propriety. We trust that we shall soon be able to announce that the Singapore medical authorities have remedied the matter, and that the Singapore Quarantine Station is as free from complaint in this form as is that of Penang.

THE POLICING OF MANCHURIA.

JAPAN'S POSITION.

It is reported that Japan, coincident with the opening of Mukden and other cities in Manchuria, has addressed a communication to the Powers disclaiming all responsibility for the security of life and property of foreigners in Manchuria. So long as Manchuria remains under the sovereignty of China, the latter should assume all responsibility for what is taking place in the provinces as a matter of course, and in this respect Japan's declaration seems somewhat superfluous, according to the *Nippon*. It may be that inasmuch as Japanese martial law is still in force in certain parts of Manchuria the Japanese Government may have wished to prevent any misunderstanding arising as to the policing of the country. Then the question will arise as to the spheres where martial law is still operative, and the duration of that régime. In any case, Japan's declaration fails to make her position any clearer, and in fact makes it more ambiguous than ever.

The opening of Manchuria and the adoption of the "equal opportunity" principle have been decided by a treaty, continues the *Nippon*, but as to the manner in which Manchuria is to be restored to China nothing has been made public. Owing to this uncertainty of the position Japan is in future to occupy in Manchuria, her recent declaration is apt to give rise to considerable misgivings. Practically considered, it is more than probable that Manchuria will become a hotbed of trouble, owing to the depredations of bandits, etc., if left to the control of China. It is true that China may attempt to maintain order, but we must not expect much from a Government which is practically powerless to keep order even in South China. The result of complications between China and some of the Powers, originating in Manchuria, will no doubt mean the encroachment of the Powers on Manchuria. Thus the territory—for the restoration of which Japan has fought so costly a war—may before many years be converted into an international hunting-ground. That Japan's interests in Manchuria, commercial and industrial, are and will be predominant admits of no question, and for this reason Japan will be the Power most interested in the maintenance of order. Apart from the safety of life and property of foreigners, Japan is called upon for the efficient policing of Manchuria in the protection of her own people and their interests. And as it is clear that China can hardly be entrusted with the maintenance of order in her own territory, it naturally devolves upon Japan to carefully consider the matter. The Japanese declaration as to the policing of Manchuria, the *Nippon* thinks, seems to betray a lack of definite policy on the part of the Government.—*Japan Chronicle*.

INTERESTING TO SHIPPERS.

CHINESE EMIGRANT SHIP OWNERS FINED.

The *Straits Times* of 18th inst. says:—Yesterday morning, Captain T. A. Mitchell, master of the Chinese emigrant ship *Sui Sang*, responded to a summons issued at the instance of Captain Wilock, Acting Senior Boarding Officer, to explain how he came to carry 144 passengers in excess of the licensed number from Hongkong. He was also cited at the instance of Boarding Officer De Souza to explain why he carried more than twenty immigrants without having on board a qualified medical man, thus infringing Section 33 (1) of Ordinance XIX of 1902.

Mr. Millard appeared for the defence and said that his client pleaded guilty under certain circumstances, but he wished Mr. Nathan to hear the evidence.

Captain Wilock said that he went on board the ship along with Dr. Broke to examine the passengers and found 144 in excess of the licensed number 1,073. The number on board was 1,263 not counting five Chinese cabin passengers.

The hearing of this summons was adjourned for a few moments while Mr. Bailey, Assistant Protector of Chinese, went on with the second summons.

Boarding Officer De Souza said that the ship carried more than twenty passengers without having a qualified medical man on board. There was a Mr. T. H. O'Brien on board who said he had gone through a three years' medical course and he held a licence as an additional medical officer.

Dr. Brooke confirmed this statement, but said the diploma did not entitle Mr. O'Brien to practice medicine in His Majesty's dominions.

THE CAPTAIN'S STORY.

Captain Mitchell said Mr. O'Brien had been employed in another of the Company's steamers in Calcutta and had been transferred to the ship in question. He did not know if he really had a certificate.

By Mr. Bailey:—Witness did not consider it was necessary for him to assure himself as to whether Mr. O'Brien was qualified or not. It was the duty of the Company to see to this.

By Mr. Millard:—Witness had nothing to do with the doctor.

Mr. H. E. Hemen of Messrs. Boustead and Co., agents for the ship, said he understood that Mr. O'Brien had been engaged at Calcutta.

By Mr. Bailey:—Witness concluded that since Mr. O'Brien was engaged at Calcutta and deemed qualified there, that he would also be so deemed here.

Mr. Millard said he had no further evidence to offer. The Doctor was not present. It was not the duty of the Captain to look after the Doctor's qualifications, though if he knew he was not qualified he would have to take the necessary steps.

Mr. Bailey urged that the Captain was not to blame, he failed to see who was.

Mr. Millard said there was no reason why the Captain should know.

Mr. Nathan held that the Captain was responsible and imposed a fine of $200 with costs.

The hearing of the first summons was then resumed. Captain Willock said that two children counted as one adult. He counted all the passengers. He had no difficulty in doing so. Four of the passengers were overlooked.

EVERY PRECAUTION TAKEN.

Captain Mitchell said he had been on the run for over seven years as Chief Officer and Master. He reached Hongkong on the 1st instant and began to take passengers on board on the 5th idem. The Doctor and the Boarding Officer came on board. The ship's licence entitled him to carry 1,073 passengers. On the 5th he did not see any people getting on board. The ship was surrounded by sampans in the harbour. Two of his officers searched the ship before she left. Other officers were stationed on the gangway to prevent anyone from getting through. We counted 1,110 passengers passing through the alley way, these included the boys and girls numbering 82. All precautions were taken with the passengers. The ship was famigated. Witness had the ship searched to see that no one remained. He and three officers were the only Europeans on board; the crew were Chinese. Witness admitted that there were on board 145 passengers in excess of the licensed number.

By Captain Willock:—The excess passengers got on board without his knowledge. On the 16th inst. there was a case of small-pox on board. The ship did not report the case as one of small-pox.

The Captain re-called said there had never been any report before of anything unusual on the ship.

T. Evan, chief officer of the *Sui Sang*, gave evidence of what occurred at Hongkong on the 5th of May. He described the collecting of the tickets. When he sent the passengers forward he searched the after part of the ship. All the passengers that passed through the alley way had tickets. He could not account for the passengers in excess. No complaints had been made before. A bundle of red, blue and yellow tickets was produced.

Mr. E. Tessensohn said he was the shipping clerk at Boustead and Co. He stated that a message from Hongkong gave the number of immigrants on the *Sui Sang*, when she left the port.

Mr. O'Brien, the Doctor of the *Sui Sang*, described the manner in which the tickets were collected.

Captain Mitchell again went on the stand and said he strongly suspected that the compradore was instrumental in getting the passengers in excess through.

Mr. Millard addressed the Court, pointing out that no blame attached to the Captain and Officers of the ship in this matter. It was possible that people might be got on board even when everything reasonable had been done. After all, the offence was at best technical, and could not possibly be prevented.

The Court imposed a fine of $25 in addition to a fine of $1 for each passenger in excess, $169 in all, with costs.

CANTON DISTURBANCE.

FOOLISH BEHAVIOUR OF CUSTOMS OFFICIALS.

A RIOT NARROWLY AVERTED.

[*From a Correspondent.*]

Canton, 23rd May.

As the result of the foolish behaviour of a couple of Customs officials, a riot was narrowly averted on Sunday afternoon. The foreigners accosted a number of Chinese girls who were returning to their homes from their work. They had been engaged in picking and dressing waste silk, cassia and pigs' bristles.

When the foreigners made advances, the girls became frightened and ran into the first house they came to and prayed for protection. It was a factory engaged in the silk waste business and the workmen at once came to the aid of the girls. There were 40 or 50 workmen on the premises and they began to manifest signs of anger when the foreigners appeared on the scene.

Fortunately, the headman was a sensible individual and by his judicious action he undoubtedly prevented a riot taking place. There was a short clash, and the foreigners were ejected into the street.

Here a crowd had gathered. They were in an ugly humour, and on seeing the foreigners they began to hustle them. There was every indication that a riot was brewing. The foreigners became excited and struck out right and left, severely injuring some of the Chinese.

By this time the elders and gentry of the street arrived, having got wind that something untoward was happening. Some policemen also appeared and the foreigners were surrounded and escorted to their homes.

About half-a dozen Chinese were injured in the fray.

A public meeting was called by the gentry, and a petition was framed and sent to the Commissioner of Customs on the following day, asking that the foreigners who had been the cause of the disturbance should be dismissed the service. The Commissioner acquiesced in the demand and, I am told, the men have been dismissed. If that is true, the matter may be considered at an end; but if the men have been retained in the Customs the Viceroy will be asked to interfere. The Chinese do not believe that the men have been dismissed, and what the Commissioner of Customs ought to do is to proclaim publicly the punishment meted out to the men, and thereby put a finish to the bad blood which exists between the people and the Customs officers.

THE SEA TRADE OF SAN FRANCISCO.

The San Francisco Chamber of Commerce has in press its fifty-sixth annual report, which includes elaborate statistical tables giving in detail the commercial and financial business of the city during 1905, and statistics of the principal products of California. The statistical features are particularly interesting to those concerned with the trans-Pacific trade of the United States, because of the new elaboration of the figures of the city's Oriental trade which is given in this report. Both the exports and the imports between San Francisco and Oriental countries are given by countries and colonies for three years by months and by totals. The statistical features of the report were compiled by W. B. Thompson, commercial editor of the San Francisco *Chronicle*, under the direction of Secretary C. W. Burks.

The tables show that the total merchandise shipments in 1905 from San Francisco to foreign ports and to domestic ports other than those of the Pacific coast of the United States were 64,9 8,505, against $56 661,481 in 1904. The similar imports by sea were $14,339,611 in 1905 and $43,409,989. The shipments to Hawaii during the year amounted to $10,760,885, a slight increase. The shipments of domestic merchandise from the port to the leading trans-Pacific countries were as follows:

Japan	$18,5.8,974	$10,475,574
China	9,883,880	5,187,170
Hongkong	1,977,980	3,656,855
Korea	1:8,907	8 ,274
Asiatic Russia	449 707	120,546
British East Indies	37,827	54 699
Dutch East Indies	62,691	41,720
Philippines	1,356,232	833,786
Australasia	3,069,4:3	3,2 5,04

The following were the leading imports from trans-Pacific countries: Japan, $17,529,207; China, $7,206,074; British East Indies, $1,3 2,795; Straits Settlements, $784,774; French Oceania, $14 ,513; Philippines, $574 097; Australasia, $1,048,938.

To-day's Advertisement.

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Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 30th instant, at 9.30 A.M.

All Claims must reach us before the 5th of June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
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Agents.

Hongkong, 24th May, 1906. [2

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NEW PIANOS

$70 CASH

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GLASGOW and LIVERPOOL	"AJAX"	31st May.
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	14th "
GLASGOW and LIVERPOOL	"PATROCLUS"	14th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"OANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "

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AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
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*GENOA, MARSEILLES & L'POOL	"HYSON"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
*GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "

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TSINGTAO, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW" †	25th May.
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NINGPO and SHANGHAI	"YOCHOW" †	28th "
MANILA	"TAMING" *	29th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN" * †	30th "

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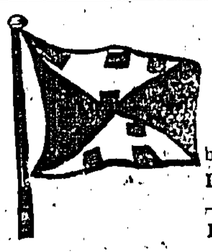
Hongkong, 24th May, 1906. [9



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Hongkong, 19th May, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ANGLO SAXON"	Beginning of July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd May, 1906. [8

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [58

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Shipping—Steamers.

FOR VLADIVOSTOCK.

THE Steamship

"ORANGE BRANCH,"
3,435 Tons,

will be despatched for VLADIVOSTOCK about the 2nd June.

To be followed by

S.S. "VINE BRANCH," 3,442 Tons.

For Freight, etc., apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th May, 1906. [489

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR."

Captain Webster, will be despatched as above, on or about 4th June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 18th May, 1906. [554

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $2; 3rd Class, 50 cents.

On and after Sunday, 20th inst., inclusive, every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single, $2; Return, $3; 1st Class, Single with Cabin, $3; Return, $5; 3rd Class, Single, 50 cents; Return, 80 cents.

All Meals can be supplied on Board at $1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 10th May, 1906. [17

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched for the above Ports, on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th April, 1906. [514

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD
"KWONG TUNG"	1,238	R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

ALSO

Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8.30 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES: { 1st Class single $2 with cabin $3.00. return $3 " " 5.00. 2nd Class single $1, return ... 1.50.

Breakfast, Tiffin and Dinner $1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 22nd May, 1906. [18

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	*KWONGSANG* †	FRIDAY, 25th May, 4 P.M.
MANILA	*YUENSANG* *	FRIDAY, 25th May, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*FOOKSANG*	SATURDAY, 26th May, 3 P.M.
SHANGHAI	*HINSANG* †	MONDAY, 28th May, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG* *	TUESDAY, 29th May, 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtsze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th May, 1906. [6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldtmann	July 14th.
"ARABIA"	4,483	Metzenthin	——

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

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COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIEN,"

Captain Couret, will be despatched as above, on or about MONDAY, the 28th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st May, 1906. [11

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th May, 1906. [12

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st May, 1906. [4

Intimations.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON and BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906. [561

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906. [510

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

TWICKENHAM, British steamer, Captain J. E. Parker.—Dodwell & Co., Ltd.

HONGKONG AVERAGE MARKET PRICES.

Corrected 18th May, 100 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	20
" Corned—Ham Ngau Yuk	"	20
" Roast—Shiu " "	"	20
" Breast—Ngau Lam	"	15
" Soup, Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	20
" " Serjoin—Ngau Lau	"	30
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	50
" " corned—Ham Ngau Li	"	60
" Head—Ngau Tau	"	60
" Heart—Ngau Sum	"	12
" Hump, Salt—Ngau Kin	"	20
" Feet—Ngau Kerk	each	7
" Kidneys—Ngau Yiu	"	10
Tail—Ngau Mei	"	17
" Liver—Ngau Con	lb	12
" Tripe (undressed)—Ngau To	"	6
Calves' Head and Feet—Ngau-chai-tau-keok	set	80
Mutton Chop—Yeung Pai Kwat	lb	24
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	22
Pigs' Chitlings—Chi cheong	"	23
" Brains—Chi Know	per set	2
" Feet—Chi Kerk	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	15
" Heart—Chi Sum	each	9
" Kidneys—Chi Yiu	pair	7
" Liver—Chi Kon	lb	26
Pork, Chop—Chi Pai Kwat	"	20
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	22
" Fat or Lard—Chu Yau	"	15
Sheeps' Head and Feet—Yeung Tau Keok	set	55
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	lb	22
Sucking Pigs, To Order—Chu Chai	"	—
Suet, Beef—Sang Ngau Yau	"	16
" Mutton—Sang Yeung Yau	"	24
Veal—Ngau Chai Yuk	"	18
" Sausages—Ngau Chai Yuk Tong	"	15

POULTRY.

Chicken—Kai Chai	lb	28
Capons, Large, Small—Sin Kai	"	30
Ducks—Ap	"	20
Doves—Pan Kau	each	16
Eggs, Hen—Kai Tan	per doz.	16
Fowls, Canton—Kai	lb	30
" Hainan—Hoi Nam Kai	"	25
Geese—Ngo	"	19
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	$
Musk Deer—Wong Keng	each	$
Hare—Tu Chai	"	
Partridge—Che Khoo	"	
Pheasant—Shan Kai	pair	
Pigeons, Canton—Pak Kup	each	28
" Hoihow—Hoihow Pak Kup	"	24
Quail—Um-Chun	"	25
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	"	60
" Hen— " " Na	"	48
Wild Ducks, Shanghai, Sui-ap	pair	
Teal, Shanghai, Sui Ap Chai	each	—
Wild Ducks Canton—Sang Shing Sui Ap	per pair	—

FISH.

Barbel—Ka Yu	lb	12
Bream—Bin Yu	"	12
Canton Fresh Water Fish—Hoi Sin Yu	lb	12
Carp—Li Yu	"	15
Catfish—Chik Yu	"	10
Codfish—Mun Yu	"	14
Crabs—Hai	"	16
Cuttle Fish—Muk Yu	"	11
Dab—Sa Mang Yu	"	13
Dace—Wong Mei Lun	"	10
Dog Fish—Tit Tu Sa	"	8
Eels, Congor—Hai Man Yu	"	14
" Fresh water—Tam Sui Yu	"	13
" Yellow—Wong Sin	"	24
Frogs—Tien Kai	"	28
Garoupa—Sek Pan	"	60
Gudgeon—Pak Kup Yu	"	11
Herrings—Tso Pak	"	14
Halibut—Cheung Kwan Yu	"	20
Labrus—Wong Fa Yu	"	14
Loach—Wu Yu	"	24
Lobsters—Lung Ha	"	28
Mackerel—Chi Yu	"	18
Monk Fish—Mon Yu	"	20
Mullet—Chai Yu	"	20
Oysters—Sang Hoo	"	20
Parrotfish—Kai Kung Yu	"	14
Perch—Tau Loo	"	13
Pike—Fa Paw Poong	"	8
Plaice—Pan Yu	"	15
Pomfret, Black—Hak Chong	"	18
Pomfret, White—Pak Chong	"	22
Prawns—Ming Ha	"	48
Ray—Pei Pa Sa	"	8
Rock Fish—Sek Kau Kung	"	11
Ronch—Chun Yu	"	10
Salmon, (C'ton), fresh water—Ma Yau Yu	"	15
Shark—Sa Yu	"	8
Skate—Po Yu	"	9
Shrimps—Ha	"	20
Snapper—Lap Yu	"	18
Soles—Tat Sa Yu	"	20
Tench—Wan Yu	"	14
Turbot—Cho How Yu	"	16
Turtles, small, fresh water—Keok Yu	"	55
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	lb	18
Apples, (California)—Kam San Ping Ko	"	30
" (Chefoo)—Tin Chun Ping Ko	"	—
" Small—Hoi Tong	"	—
" Custard—Fan Lai Chi	each	
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	lb	3
" (brides), Macao—San Heung Chiu	"	—
Chestnuts, Chinese—Foong Lut	"	—
Carambola—Yeung Tou	"	—
Cocoanuts—Yeh Tsz	each	8
Grapes—Sin Tai Tsz	lb	—
Lemons, China—Ning Moong	"	8
" Amer.—Kum San Ning Moong	"	5
Lichees, Dried—Lai Chi Con	"	45
" Fresh, Lai Chi	"	15
Limes, (Saigon)—Sai Kung Ning Moong	each	4
Mango, Manila—Lui Sung Mong	"	18
Mango, Saigon—Sai Kung Moong	"	—
Mangosteens, San Chuk Tsz	doz.	32
Oranges, (Canton)—Sang Sheng Tim Chang	"	16
" Small—Tai Kut	catty	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	lb	8
Pears, (American)—Kam San Shut Li	"	—
" (Canton), Cooking—Sa Li	"	—
" (Shanghai)—Sheung Hoi Li	"	14
Peanuts,—Fa Sang	"	10
Persimmons Large,—Hung Chie	"	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	12
" 2nd cocking—Chung-tang Paw-law	"	—
Platams—Tai Chen	"	3
Plums, Swatow—Hung Lai	"	—
Pumolo, Siam—Chim Lo Yau	"	—
Walnuts, Hop Tou	"	12
" Green—Sang Hop Tuo	"	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	—
Beans, (French) Macao—Oh Moon Pin Tau	"	8
Beans, (French), Shanghai—Sheung Hoi Pin Tau	"	—
Beans, Sprout—Ah Choi	"	3
Beans Long—Tau Kok	"	15
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker	"	5
Brinjals, Red—Hung Ker	"	5
Brassica—Pak Choi	"	5
Bamboo Shoots—Chook Shun	"	16
Cabbage, Chinese, com.—Kai Choy	"	5
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	"	6
Cane Shoots, bunch—Kau Shun	"	10
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	"	—
Carrots—Kam Shun	"	5
Celery, Chinese—Tong Kan Choy	"	9
Celery, English—Yeung Kan Choi	"	—
Celery, White—Pak Yeung Kan Choi	"	—
Chilles Dried—Con Lat Chiu	"	25
" Red—Hung Fa "	"	25
" Green—Cheng Lat Chiu	"	12
Curry Stuff, English—Ka Lee Choi Liu	"	8
Cucumbers—Cheng Kwa	"	2
Bitter Squash—Fu Kwa	"	5
Garlic—Suen Tau	"	9
Ginger, young—Sun Tsz Keung	"	7
" old—Lo Keung	"	8
Horse Radish, Shanghai—Lik Kan	"	5
Indian Corn—Suk Mai	piece	5
Lettuce—Yeung Sang Choi	each	1
Water Chesnuts—Ma Tai	"	5
" Mandarin—Kwei Lum Ma Tai	"	—
Mushrooms Fresh—Sang Cho Kho	"	40
Onions, Bombay—Yeung Chung Tau	"	6
" Green—Sang Chung	"	4
" Shai—Sheung Hoi Chung Tau	"	—
" Japan—Yat Poon " "	"	—
Okroes—Mo Ker	"	—
Parsley, English—Yeung Un Sai	"	8
Gradus Pea	"	6
Green Peas—Cheng Tau	"	16
Potatoes, Sweet—Fan Shu	"	2
" Shanghai—Sheung Hoi Shu Tsai	"	3
" Japan—Yat Poon Shu Tsai	"	3
" American—Fa Ki " "	"	—
" Foochow—Fuk Chau Shu Tsai	"	2
" Macao—Oh Moon " "	"	—
Pumpkin—Toong Kwa	"	3
Radish—Hung Lo Pak Tsai	dozen	—
Rhubarb	"	12
Shalots—Con Chung Tau	"	2
Spinage (Chinese)—Paw Choi	"	5
Spinach—Yin Choi	"	5
Tomatoes—Fan Ker	"	8
Taros—Wu Tau	"	3
Turnips, Pun-ti (Long)—Low Pak	"	2
" English—Yeung Low Pak	piece	3
Vegetable Marrow—Chit Kwa	"	5
Water Cresses—Sai Yeung Choi	"	—
" Caltrops—Lan Kok	lb	—
" Lily Roots—Lin Ngau	"	—
Yams—Tai Shu	"	3

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken,

PROGRAMMES

PAMPHLETS

CARDS,

CIRCULARS,

EXPRESSES

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

Shipping.

Arrivals.

Hailan, Fr. s.s., 377, L. Andersen, 23rd May,—Hoihow 22nd May, Gen.—A. R M.
Breussen, Ger. s.s., 3,298, R. Meyer, 24th May,—Bremen and Singapore 19th May, Mails and Gen.—M. & Co.
Haimun, Br. s.s., 636, A. J. Robson, 24th May,—Swatow 23rd May, Gen.—D., L. & Co.
Hangsang, Br. s.s., 1,365, S. Wilde, 24th May,—Shanghai via Swatow 19th May, Gen.—J., M. & Co.
Kwanglee, Ch. s.s., 1,468, R. Lincoln, 24th May,—Shanghai 20th May, Gen.—C. M. S. N. Co.
Tjiliwong, Dut. s.s., 3,061, N. van Wych Jurriaane, 24th May,—Amoy 23rd May, Gen.—J. C. J. L.
Yochow, Br. s.s., 1,136, Brown, 24th May,—Shanghai 19th May, Gen.—B. & S.
Pakhoi, Br. s.s., 1,277, French, 24th May,—Chinkiang 18th May, Gen.—B. & S.
Arrago, Br. s.s., 2,30-, H. Plough, 24th May,—Moji 17th May, Gen.—M. B. K.
Kwongsang, Br. s.s., 1,428, P. Baker, 24th May,—Canton 23rd May, Gen.—J., M. & Co.
Chiyuen, Ch. s.s., 1,177, C. Stewart, 24th May,—Canton 23rd May, Gen.—C. M. S. N. Co.

Departures.

May 24

Prinz Heinrich, for Europe.
Ceylon, for Singapore.
Tomeneus, for Shanghai.
Heimdal, for Haiphong.
Quarta, for Kobe.
Taiwan, for Bangkok.
Carl Diederichsen, for Hoihow.
Banca, for Shanghai.

Passengers arrived.

Per *Kwanglee*, from Shanghai—Mr. Ritchie.

Per *Hangsang*, from Shanghai, &c.—Mr. Bickerton.

Per *Haimun*, from Swatow—Mr. Mansfield, and 110 Chinese.

Per *Preussen*, for Hongkong from Southampton—Mr. T. D. Kinny, Mrs. A. Bond, and Capt. S. P. Blain. From Genoa—Mr. C. Thiriel, Dr. H. Runge, Messrs. L. Kramer, A. Tabricins, W. Hildebrandt, W. Pockels, and R. Schütte. From Colombo—Capt J. D. Oyley. From Penang—Mrs. Ramsay and Mr Lum Choee Thin. From Singapore—Messrs. S. Perthefter, W M. Greenbaum, Mr. and Mrs. T. G. Potts, Dr. M. Kober, Messrs. Ho Ah Tuk and Hayashida. From Colombo for Yokohama—Mr. J. Wagner. From Genoa for Shanghai—Miss M. Dietrich.

Passengers departed.

Per *Tartar*, for Vancouver, &c.—Mr. and Mrs. Mcginnie, Mr. and Miss Ross, Mr. Falk, Mr. and Miss Fink, Miss Brandt, Mr. and Mrs. H. Acton-Adams, Messrs. J. Harold Evans, Louis Leveque, Henry Perlemann, H. Koops, Miss E. Hair, Rev. W. T. Carr-Smith, Miss Smith, Rev. S. Maston, Mrs. Moseley, Miss Bloomfield, Capt. Jno. McCann, Mr. and Mrs. Helbeit, Messrs. H. B. Mollett, Marborte, C. W. L. Street, Mr. and Mrs. Carlin and family, Mr. A. F. Rogers, Mr. and Mrs. Winterburn and children, Mr. Jno. Latta, Mr. and Mrs. Read, Mrs. M. A. Kent, Major Phillips, Rev. and Mrs. J. H. France, and Mr. Wm. Black.

Shipping Report.

Str. *Haimun* from Swatow:—Strong NE. wind and high sea, dull and overcast with drizzling rain.

Str. *Kwanglee* from Shanghai:—Moderate E'ly winds with thick fog to Steep Island, hence to port strong NE. winds and thick, rainy weather, with high following sea.

Vessels in Port.

STEAMERS.

America Maru, Jap. s.s., 3,160, Philip Going, 15th May,—San Francisco 14th April, and Shanghai 12th May, Mails and Gen.—T. K. K.
Anglo Canadian, Br. s.s., 2,680, D. Swan, 20th May,—Cardiff 28th Mar., Ballast.—Order.
Anglo Saxon, Br. s.s., 2,671, C. Moore, 9th May,—Cardiff 16th Mar., Coal.—Admiralty.
Cairo, Nor. s.s., 1,381, J. Larsen, 19th May,—Saigon 14th May, Rice.—Aagaard, Thoresen & Co.
Chowtai, Ger. s.s., 1,115, W. Möllermann, 23rd May,—Bangkok 16th May, Rice and Lumber.—B. & S.
Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 22nd May,—Vancouver, B.C., 30th April, and Shanghai 19th May, Mails and Gen.—C. P. R. Co.
Fooksang, Br. s.s., 1,987, W. E. Sawer, 15th May,—Calcutta 1st May, Coals.—J., M. & Co.
Fulham, Br. s.s., 2,766, H. Gow, 10th May,—Moji 5th May, Coal.—D. & Co., Ld.
Germania, Ger. s.s., s.s., 1,716, H. Lorenzen, 21st May,—Bangkok 14th May, Rice.—J. & Co.
Hanoi, Fr. s.s., 730, P. Merlees, 21st May,—Haiphong and Hoihow 17th May, Gen.—A. R. M.
Ilford, Br. s.s., 2,789, J. G. McKechnie, 16th May,—Moji 15th May, Coal.—D. & Co., Ld.
Kaga Maru, Jap. s.s., 3,906, A. Christiansen, 22nd May,—Shanghai 19th May, Gen.—N. Y. K.
Kaifong, Br. s.s., 982, Finlayson, 18th May,—Iloilo 14th May, Sugar.—B. & S.
Kiukiang, Br. s.s, 1,228, W. O. Jones, 19th May,—Canton 18th May, Gen.—B. & S.
Lyeemoon, Ger. s.s., 1,925, Th. Lehmann, 18th May,—Canton 17th May, Gen.—H. A. L.
Nam Sang, Br. s.s., 2,591, P. H. Rolfe, 21st May,—Calcutta 6th May, via Penang and Singapore 15th, Gen.—J., M. & Co.
Nanshan, Br. s.s., 1,400, A. Jones, 20th May,—Saigon 16th May, Rice and Gen.—B. & Co.
Nippon, Aust. s.s., 3,999, Tomanovich, 22nd May,—Trieste 30th May, Gen.—S., W. & Co.
Nithsdale, Br. s.s., 2,233, R. Fairley, 19th May,—Penarth 1st April, Coal. — Admiralty.
Norden, Nor. s.s., 1,197, W. Wilhelmsen, 21st May,—Moji 14th May, Coal.—M. B. K.
Petrarch, Ger. s.s., 1,252, R. Hatje, 21st May,—Saigon 17th May, Rice and Gen.—S., W. & Co
Prometheus, Nor. s.s., 1,023, O. Kornelviser, 22nd May,—Moji 15th May, Coal.—Angaard, Thoresen & Co.
Prominent, Br. s.s., 746, J. Christiansen, 19th May,—Bangkok 12th May, Rice.—Order.
Protector, Dan. s.s., 572, Sieporrberg, 22nd May,—Singapore 15th May, Ballast.—Order.
Rajah, Ger. s.s., 1,450, C. Wolff, 13th May,—Bangkok 6th May, Rice, Meal and Timber.—Toon Fat Hong.
Rubi, Br. s.s., 1,611, R. W. Almond, 22nd May,—Manila 19th May, Gen.—S., T. & Co.
Samsen: Ger. s.s., 1,209, Rehwaldt, 18th May,—Bangkok 8th May, Gen.—B. & S.
Strathmore, Br. s.s., 3,295, King, 20th May,—Moji 14th May, Coal.—M. B. K.
Taifu, Ger. s.s., 1,065, C. Ueberfeldt, 12th April,—Swatow 11th April, Ballast.—E. A. T. Co.
Telemachus, Br. s.s., 1,350, J. Williamson, 23rd May,—Saigon 18th May, Rice and Gen.—Chinese.
Tholma, Nor. s.s., 1,103, Jager, 23rd May,—Hongay 20th May, Coal.—B. & S.
Tin How, Br. s.s., 2,200, Kerr, 16th May,—Cardiff via Singapore 5th May, Patent Fuel.—Order.
Tjimahi, Dut. s.s., 2,740, N. de Brouwers, 23rd May,—Macassar 14th May, Gen.—J. C. J. L.
Tremont, Am. s.s., 9,605, T. W. Garlick, 18th May,—Seattle 9th April, and Manila 16th May, Gen.—D. & Co., Ld.
Twickenham, Br. s.s., 3,736, I. E. Parker, 21st May,—Kuchinotzu 15th May, Coal.—D. & Co., Ld.
Wongkoi, Ger. s.s., 1,115, W. Rehn, 21st May,—Bangkok 14th May, Rice.—M. & Co.
Yangmoo, Korean s.s., 2,456, N. Nagatsen, 22nd May,—Kutchinotzu 17th May, Coal.—M. B. K.
Yuensang, Br. s.s., 1,128, F. Mooney, 22nd May,—Manila 19th May, Gen.—J., M. & Co.
Zweena, Br. s.s., 946, J. Ewart, 22nd May,—Samarang 13th May, Sugar.—Chinese.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Kish	Singapore	N. Y. K.	May 25
Mongolia	Shanghai	P. M. Co.	May 26
Colombo Maru	Singapore	N. Y. K.	May 27
Aragonia	Japan	P. & A. Co	May 27
Willehad	Kobe	M. & Co.	May 27
Glenesk	Singapore	McG. & G.	May 27
Palma	Singapore	P. & O. Co	May 27
Tsinan	Kobe	B. & S.	May 28
Oceanien	Singapore	M. M.	May 28
Sanuki Maru	Moji	N. Y. K.	May 28
Ambria	Singapore	H. A. L.	May 29
Changsha	Thursday I	B. & S.	May 31
China	Japan	P. M. Co.	June 3
Kutsang	Calcutta	J., M. & Co	June 4
P. Waldemar	Sydney	M. & Co.	June 5
Nippon Maru	San Fcisco	N. Y. K.	June 7
Emp. of India	Vancouver	C. P. R. Co	June 12

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Samsen ..... at Kowloon Dock.
Alta ..... " " "
Loongwo ..... " " "
Hué ..... " " "
Fooksang ..... " " "
Ilford ..... " " "
Lyeemoon ..... " Cosmopolitan "

SHANGHAI.

16th Inst.

Glenroy ..... Cosmopolitan Dock.
Satsumad ..... do "
Opland ..... Old "
Fionde ..... ew "
Samshui ..... International "
Two lighters ..... do "

Ships Passed The Canal.

1st May—*Ambria, Palma, Peleus, Preussen, Pera, Saxonia, Telemachus, Benavon.* 5th May—*Ajax, Benworlich, Oceanien, Verona, Silesia*, (Ger.) *Prinz Regent Luitpold, Iyo Maru, Rhemania.* 8th May—*Indrani, Den of Maine, Radnorshire, Nebe, Swanley.* 12th May—*Armand Behic, China, Japan, Java.* 15th May—*Berledi, Diomedi, Shimosa, Macduff.* 18th May—*Bingo Maru, Patroclus, Touraine, Neckar, Prinz Eitel Friedrich.* 22nd May—*Achilles, Baron Balfour.*

Arrivals at Home—1st May—*Glenstrae, St. George* 5th May—*Austria, Baralong, Bayerne* 8th May—*Rapbera.* 12th May—*Peleus.* 14th May—*Formosa.* 15th May—*Benworlich, Telemachus.* 17th May—*Pera,* 18th May—*Armand Behic, Silesia*, (Ger.) *Prinz Regent Luitpold.*

Post Office.

A Mail will close for:—

Hoihow and Haiphong—Per *Hanoi*, 25th May, 9 A.M.
Bangkok—Per *Rajah*, 24th May, 10 A.M.
Swatow—Per *Haimun*, 25th May, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 25th May, 11 A.M.
Macao—Per *Heungshan*, 25th May, 12.15 P.M.
Manila—Per *Yuensang*, 25th May, 3 P.M.
Amoy, Manila, Cebu and Iloilo—Per *Kaifong*, 25th May 3 P.M.
Shanghai—Per *Shaohsing*, 25th May, 3 P.M.
Ningpo and Shanghai—Per *Ktukiang*, 25th May, 3 P.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Tremont*, 26th May, 11 A.M.
Manila—Per *Rubi*, 26th May, 11 A.M.
Macao—Per *Heungshan*, 26th May, 12.15 P.M.
Singapore, Penang and Calcutta—Per *Fooksang*, 26th May. 2 P.M.
Shanghai, Moji, Kobe and Yokohama—Per *Tjimahi*, 26th May, 4 P.M.
Swatow, Amoy and Foochow—Per *Haitan*, 27th May, 9 A.M.
Macao—Per *Heungshan*, 28th May, 2.15 P.M.
Shanghai—Per *Hinsang*, 28th May, 3 P.M.
Shanghai and Chinkiang—Per *Shansi*, 28th May, 3 P.M.
Ningpo and Shanghai—Per *Yochow*, 28th May, 3 P.M.
Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne—Per *Willehad*, 29th May, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Caledonien*, 29th May, 11 A.M.
Singapore, Penang and Calcutta—Per *Namsang*, 29th May, 2 P.M.
Shanghai, Moji, Yokohama, Victoria, B.C., and Seattle, Wash.—Per *Kaga Maru*, 29th May, 3 P.M.
Manila—Per *Taming*, 29th May, 3 P.M.
Singapore, Penang and Colombo — Per *Sanuki Maru*, 29th May, 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 30th May, 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tsinan*, 30th May, 3 P.M.
Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 2nd June, 10 A.M.

VISITORS AT THE HOTELS.

OCCIDENTAL.

Brumfield, Mr. & Mrs. F. J.
Colberti, R.
Cooke, G.
Gillbard, Mr. and Mrs. and infant
Gillbard, Miss L.
Keyl, Dr. F.
Kollecker, Dr. Med.
Krill, G.
Harges, Capt. & Mrs.
Hohnel, Dr. M.
Hyndmann, Dr. M.
Lack, Dr. Med. E.
Langer, H.
Losberby, Robert
Major, Master W.
Major, Capt. and Mrs. N. J.
McGren, J. P.
Menagh, M. E.
Munro, Miss A.
Owen, O. E.
Partz, Mr. and Mrs. E.
Schmidt, Dr. M.
Schneider, Mr. & Mrs. T. and child
Schönemann, Carl
Smend, Dr. Med. E.
Vorster, E.
Vossler, Mrs. Rudolf
Williams, W. P.

HONGKONG.

Anderson, Mrs. K.
Arnold, J.
Baird, Mr. & Mrs. J. C.
Battiscombe, H. G.
Beattie, R. B.
Bell, R.N., Engr.-Lieut. H. F.
Bernard, P.
Biervliet, A. Van (Vice-Consul for Belguim)
Birbeck, R. J.
Bisney, Mr. & Mrs. S.
Bisney, Miss
Bissell, W. S.
Blair, K. J.
Bornand, E.
Brighton, F. G.
Broughall, L.
Cattarinich, A.
Clark, M. O.
Clark, T.
Clarke, Mrs. T. W.
Clarke, W. G.
Clegg, R.N., Eng. Lt. and Mrs. H. I.
Colvin, H. E.
Crane, H. M.
Crook, A. H.
Cruickshank, A.
Davies, Mr. and Mrs. P. V. and servant
Davies, F. O.
Donald, R. H.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs. T. C. and infant
Doyle, J. H.
Einstmann, W.
Evan-Jones, Dr. and Mrs. E.
Fairchild, H. J.
Farrow, Mr. and Mrs. C. J.
Fell, Mr. and Mrs. A. F.
Ferrier, C. N.
Fisher, H. G.
Fischer, R.
Fletcher, H.
Forman, Mr. and Mrs. E. R.
Fuller, D.
Gelampos, Mr.
Gibson, A.
Ginnell, J.
Greene, Mrs. H. F.
Hall, Capt. T.
Harker, B. B.
Hennley, Dr. and Mrs. C. M.
Hell, P.
Hewett, Hon. and Mrs. E. A.
Holdsworth, Mrs. and maid.
Humphreys, W. M.
Hollingsworth, Mr. & Mrs.
Hunter, R.
Innes, Capt. R.
Jameson, Mrs. J. W.
Joblin, M.
Jokl, J. P. F.
Johnson, J. R.
Katsch, E. A.
Kerr, F.
Knox, Mr. and Mrs. L.
Laing, A. H.
Lee-Jones, J. W.
Maloney, W. F.
Mansfield, R. D.
Marriott, Dr. O.
McDonagh, W. J.
Miller, P. I.
Moore, Dr. and Mrs. W. B. A.
Müller, Dr. F.
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Nicholls, E. A.
Oliffe, O. C.
Packer, B. L.
Parfitt, W.
Patey, Mrs. E. O.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Pigott, C.
Powell, W. A.
Prior, W. R.
Quin, J.
Read, Mr. and Mrs. H. H.
Reed, E. E.
Reid, H. I.
Roach, Mrs. J. S. and child
RowCroft, Major
Sandes, Miss F. E.
Scott, Mr. and Mrs. J. G. and child
Shea, J. J.
Skinn, A.
Spittles, J. S.
Stader, O.
Stein, A. L.
Stephens, H.
Stevens, Rev. A. J.
Stratton, W. F.
Sutherland, P. D.
Swift, E. R.
Tarrant, E. N.
Thompson, Mr. and Mrs.
Thompson, Miss H. M.
Unbehaun, C. H.
Wakefield, Mrs.
Williams, R.
Wishart, J. B.
Wolfenden, H.
Wood, G. G.
Wright, Mr. & Mrs. T.

KING EDWARD.

Almond, Capt. & Mrs. Russell
Backhouse, J. H.
Bookmiller, Capt. and Mrs. E.
Callahan, Mr.
Cruickshank, J.
Cunningham, Mr. and Mrs. A.
Delaney, L. T.
Dismukes, Mrs.
Eddy, Mrs. J. F.
Eddy, Miss Caroline
Geusen, Mr. & Mrs. F.
Gow, J. Graham
Hamblen, Mrs. C. E.
Jackson, Mrs. and child
Ohler, R.
Kollcence, Dr.
Look, Dr.
Little, A. C.
Metcalf, Mr. and Mrs. J. B.
Logan, W.
McKay, T. D.
Morse, Mr. & Mrs. F. G.
Moses, E. J.
Moulder, Mr. and Mrs. A. B.
Nursaw, E.
Paine, A. E.
Pascho, Herman
Pearse, Dr. W. W.
Plaisant, A.
Plate, Carl
Rutherford, T.
Savory, R.N. Capt. and Mrs. H. W.
Story, G. F.
Swend, Dr.
Underwood, R. D.
Wilder, Consul Gen., Dr. and family
Williams, G.
Yowder, Mr. and Mrs. R.

PEAK.

Bailey, Mr. and Mrs.
Carruthers, Mr.
Chatto, Miss
Chichester, Maj. A. A.
Clothier, A. N.
Dalton, Mr.
Engel, Mr. and Mrs. L.
Gales, Capt.
Graham, Mr. and Mrs. W. Douglas
Hazeland, F. A.
Jacks, Mr.
Johnston, L. A. M.
Jones, Patrick
Joseph, Mr. and Mrs. E. S.
Kaye, Major and Mrs.
Kistowsky, Mr. & Mrs. F.
Knight, Mr.
Lang, Mr.
Lensk, Mr.
Long, A. O.
Longridge, Rev. and Mrs.
Martin, R.
Mitchell, R.
Mogiule, Mr. and Mrs.
Moon, Mr. and Mrs.
Moxon, Mr. and Mrs.
Ollis, F. B.
Painter, Major & Mrs.
Post, Mr. and Mrs. N.
Reynolds, F. O.
Roberts, A. G.
Sawer, Capt. and Mrs.
Seymour, Lt.-Col. and Mrs.
Sinclair, A.
Skorr, Mr.
Skottowe, Mr. & Mrs.
Watson, Mr. & Mrs. M.
Weismann, Mr. & Mrs.
White, Dr. & Mrs. M. I.
Woodward, Mr. & Mrs.
Zehrmann, H. C.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Barnett, H. J. O.
Brown, C. A.
Caldwell, Mr. and Mrs. G. A.
Gaskell, Mr. and Mrs.
Jameson, P. S.
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs. Montague
Young, J. A.

	May 23 at 10 a.m.	May 23 at 4 p.m.
Barometer	29.71	29.66
Temperature	84	82
Humidity	65	73
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

May 23rd, 1906, a.m.

			Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7	a.m.	—	—	—	—	—
Nemuro	6	a.m.	29.92	—	—	NW	8
Hakodate		"	30.09	—	—	W	4
Tokio		"	30.10	—	—	N	2
Kochi		"	29.99	—	—	SW	4
Nagasaki		"	29.95	—	—	NE	4
Kagoshima		"	29.91	—	—	E	6
Oshima		"	29.80	—	—	S	2
Naha		"	29.78	—	—	S	4
Ishigakijima		"	29.66	—	—	S	10
Taihoku	5	a.m.	29.71	—	—	W	6
Taichu		"	29.77	—	—	NE	4
Tainan		"	29.71	—	—	S	4
Koshun		"	29.72	—	—	S	4
Pescadores		"	29.70	—	—	SW	4
Weihaiwei	9	a.m.	30.03	68	—	ESE	1
Gutzlaff		"	29.88	64	89	NE	5
Sharp Peak		"	29.80	75	93	E	1
Amoy	6.30	a.	—	75	95	NE	3
Swatow	9	a.m.	—	—	—	—	—
Canton		"	—	—	—	—	—
Hongkong	10	a.m.	29.71	84	65	E	2
Victoria Peak		"	—	—	—	NE	2
Gap Rock		"	—	—	—	—	—
Macao		"	29.71	82	—	NE	1
Haiphong		"	—	—	—	—	—
Manila		"	29.84	82	77	SW	2
Bacolod	9	a.m.	—	—	—	SW	1
Iloilo		"	29.85	85	—	—	0
Cebu		"	29.84	87	—	S	2
C. St. James	10	a.m.	—	—	—	—	—

May 24th, 1906, a.m.

Vladivostock	7	a.m.	—	—	—	—	—
Nemuro	6	a.m.	30.08	—	—	NE	2
Hakodate		"	30.17	—	—	—	0
Tokio		"	30.22	—	—	NW	1
Kochi		"	30.07	—	—	SW	2
Nagasaki		"	29.99	—	—	E	4
Kagoshima		"	29.95	—	—	E	6
Oshima		"	29.73	—	—	E	4
Naha		"	29.74	—	—	NW	10
Ishigakijima		"	29.85	—	—	—	0
Taihoku	5	a.m.	29.88	—	—	E	2
Taichu		"	29.83	—	—	NE	2
Tainan		"	29.82	—	—	N	2
Koshun		"	29.78	—	—	NE	4
Pescadores		"	29.80	—	—	NE	8
Weihaiwei	9	a.m.	30.10	72	—	W	1
Gutzlaff		"	30.03	64	89	NE	4
Sharp Peak		"	29.96	72	90	NE	3
Amoy	6.30	a.	29.78	70	95	NE	5
Swatow	9	a.m.	—	—	—	—	—
Canton		"	29.79	78	91	NE	1
Hongkong	10	a.m.	29.78	77	80	E	5
Victoria Peak		"	—	—	—	E	7
Gap Rock		"	—	—	—	—	—
Macao		"	—	—	—	—	—
Haiphong		"	—	—	—	—	—
Manila		"	—	—	—	—	—
Bacolod	9	a.m.	—	—	—	N	2
Iloilo		"	29.81	86	—	NE	1
Cebu		"	29.79	81	—	N	1
C. St. James	10	a.m.	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity *	despatch-vessel	1,700	4	3,000	Commander E. La T. Leatham	Yangtsze
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Shanghai
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtsze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtsze
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtsze
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtsze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Hughes	Hongkong
Fame	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	S. American Ports
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Yangtsze
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	Yangtsze
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Shanghai
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	Shanghai
King Alfred	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	Shanghai
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Monrhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Otter	torpedo boat destroyer	150	6	6,300	Lieut.-Commander J. Kiddle	Yangtsze
Rambler	surveying-vessel	635	6	650	Commander C. E. Monro	H'kong (Surveying)
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Allay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Labuan
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Yangtsze
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Shanghai
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Fauré	Haiphong
Adour	receiving-ship	—	—	—	Lieut. Merle	Haiphong
Alouette	torpedo-depot	—	—	—	Commander Kérihuel	Cape St. James
Argus	river gunboat	123	6	500	Lieut. Jeannel	Hongkong
Caronade	river gunboat	—	—	150	Lieut. Millet	Saigon
Décidée	gunboat	645	10	1,000	Lieutenant Le Blanc	Shanghai & Yangtsze
Descartes	cruiser	3,985	14	5,500	Commander Amet	Ngankio
Dupetit-Thouars	sub-marine	10,014	14	—	Capt. Lespinasse de Saune	Saigon
Esturgeon	sub-marine	—	—	—	Lieut. Coquelin	Saigon
Francisque	destroyer	303	7	6,300	Lieut. Garreau	Kobe
Fronde	torpedo boat destroyer	350	7	303	Lieut. de Saint-Seine	Kobe
Guichen †	destroyer	8,300	8	—	Capt. Tracou	Woosung
Gueydon	protected cruiser	9,376	14	20,200	Capt. Ridoux	Kobe
Henri Rivière	armoured cruiser	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Le Coroller	Haiphong
Javeline	river gunboat	307	7	300	Commander Sagot-Duvauroux	Kobe
Kersaint ‡	destroyer	1,250	7	2,200	Commander Simon	Haiphong
Lynx	cruiser	—	—	—	Armbruster	Saigon
Manche	sub-marine	—	—	—	Commander Laporte	Baie d'Along
Montcalm*	surveying-ship	—	—	—	Capt. Martel	Kobe
Mousquet	armoured cruiser	9,500	16	19,600	Commander Terquem	Saigon
Olry	destroyer	307	7	6,300	Lieut. Grellier	Nanchangfu
Reiho	river gunboat	200	6	—	Lieut. Marchand	Tongku
Perle	gunboat	—	—	—	Lieut. Hubert	Saigon
Pistolet	sub-marine	—	—	—	Commander Bertchaud	Hongay
Protée	destroyer	307	7	6,300	Lieut. Glorieux	Saigon
Rapière	sub-marine	—	—	—	Lieut. Vincent-Bréchignac	Kobe
Redoutable ¶	destroyer	307	7	—	Flagship of Rear-Admiral de Marolles, Com'ding the ocal naval defence of Indo-China, Capt. Passerat de Silans	Saigon
	battleship, reserve	9,437	8	6,071	Lieut. Hallier	Kobe
Sabre	destroyer	307	7	—	Lieut. Duc	Saigon
Styx	armoured gunboat	1,796	10	1,700		Upper Yangtsze
Takiang	river gunboat	—	—	—		Hongay
Vauban	receiving-ship	6,150	23	4,560	Lieut. Fougerousse	Saigon
Véfdran	torpedo-depot	—	—	—	Lieut. Brugnon	Canton
Vigilante	river gunboat	123	6	500		

* Flagship of Vice-Admiral Richard, Commander-in-Chief.
† Flagship of Rear-Admiral Boisse, Second-in-Command
‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.
(¶) Flagship of Rear-Admiral de Marolles.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONIEN,"

Captain Gregorj, will be despatched for MARSEILLES on TUESDAY, the 29th May, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Nera* bound for Marseilles *via* Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* .....12th June.
S.S. *OCEANIEN* .....26th June.
S.S. *TOURANE* .....10th July.
S.S. *TONKIN* .....24th July.
S.S. *ARMAND BEHIC* ..... 7th August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th May, 1906. [11

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA,"

Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd June, 1906, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 15th July, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th May, 1906. [4

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont.....	9,606	T. W. Garlick..	26th May
Lyra *.....	4,417	G. V. Williams	3rd July
Shawmut ...	9,606	E. V. Roberts	27th July
Tremont.....	9,606	T. W. Garlick..	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 28th April, 1906. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship — About
"SATSUMA".....31st May.
"SIKH"..... 7th June.
"WRAY CASTLE".....to follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 18th May, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery; Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43

ACHEE & CO.

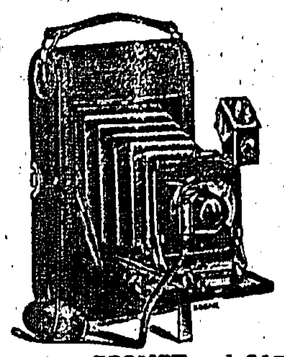
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**

Hongkong, 16th May, 1906. [49

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE,	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 / $9,500,000 / $250,000	$1,699,777	£1 15/- div. and £1 bonus @ ex. 2/0 9/16 = $26.87 for 2nd half-year 1905	5 %	$840 sellers / London £89.15
National Bank of China, Limited.....	99,925	£7	£5	£12,735 / $150,000	$74,099	$2 (London 3/6) for 1903	...	$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 / $147,895	$211,540	$20 for 1904	5%	$360
North China Insurance Company, Limited	10,000	£15	£5	£100,000 / Tls. 100,000 / Tls. 50,000	Tls. 302,053	Interim div. of 7/6 on account 1905	5% %	Tls. 87½
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 / £40,000 / $331,131 / $1,153,844 / $569,279	$2,792,271	Interim div. of 13% for 1905	5 %	$800
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 / $61,278 / $15,527	$508,334	$12 and $3 special dividend for 1904	8½ %	$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $229,488 / $2,616	$344,058	$6 for 1904	7 %	$86
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	8 %	$305
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	$25	$25	$6,000	$6,563	$1½ for 1905	6% %	$22 sales
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 / $88,941	Nil.	$3½ for year ended 30.6.1905	8% %	$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 / $600,000 / $154,331	$24,080	$1 for 2nd half-year making $2 for 1905 ..	8 %	$25
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£120,000 / £241,150 / £3,999	£4,435	12/- @ 1/10½=$6.29.51 for 1904.....	7 %	$90
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62½ buyers
Do. (Preference)	100,000					Final Tls. 1½ making Tls. 3½ for 1905.....	7 %	Tls. 51 buyers
"Shell" Transport and Trading Company, Limited...	2,000,000	£1	£1	£400,000 / £4,144	£107,815	1/- (Coupon No. 6 for 1905	4 %	26/-
"Star" Ferry Company, Limited.....	10,000	$10	$10	$65,000 / $24,257	$929	$1.80 / $0.90 for year ending 30.4.1905.....	5½ % / 4 %	$33 / $23
	10,000	$10	$5					
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 / Tls. 350,479 / Tls. 48,000 / Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9% %	Tls. 41 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 / $450,000 / $86,129	$40,914	Final of $15 making $25 for 1905	15 %	$165
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $132,588	$3 for 1897.....	...	$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 110 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£80,000 / £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10.10 buyers
Oriental Consolidated Mining Company, Limited	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905 ..	7 %	G. $14
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$3 sales
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	9 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld...	40,000	$50	$50	$550,000 / $65,160 / $20,000	$20,040	Final of $3½ making $6 for 1905.....	5% %	$104
Hon Long and Whampoa Dock Company, Ld.	50,000	$50	$50	$49,500	$362,232	$6 for second half-year making $12 for 1905	7% %	$162
New Amoy Dock Company, Limited	10,000	$6¼	$6¼	$88,000	$2,221	$1 for 1905.....	6 %	$17 buyers
Shanghai Dock and Engineering Co., Ld.	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6.....	10% %	Tls. 116 sales
Shanghai and Hongkew Wharf Company, Limited...	32,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 ...	6% %	Tls. 225 buyers
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8% %	Tls. 220 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ...	20,000	$25	$25	$14,516	$9,028	$2½ for year ended 30.6.1905	8 %	$31 buyers
Central Stores, Limited	6,000	$15	$15			$2.40 on $12 for 1905.....	13% %	$18 buyers
Do. (new issue).....	24,000	$15	$15	none	$4,719	7 % on $75 for 1905	...	$15½ buyers
Do. (Founders').....	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 / $24,071	$619	$5 for second half-year making $10 for 1905	7½ %	$130
Hongkong Land Investment and Agency Co., Ld. ...	50,000	$100	$100	$250,000	$67,839	Final of $3½ making $7 for 1905.....	6 %	$120
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 24,986	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	10 %	$100
Humphreys Estate & Finance Company, Limited ...	100,000	$10	$10	$208,386 / $50,000	$5,070	80 cents for 1905	7 %	$11½
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$574	$2½ for 1905.....	6½ %	$39
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 909,593 / Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 119 sellers
West Point Building Company, Limited	12,500	$50	$50	none	$772	Final of $1.90 making $3.65 for 1905	7 %	$53
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 %	Tls. 73 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05.....	7 %	$15
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 65 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905.....	11½ %	Tls. 72 buyers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7½ %	Tls. 320 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	7 %	$100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	£770	1/3 per share for 1904	9 %	$7½ buyers
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$9,600	$1,097	$3 for 1905.....	9½ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$7 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ...	12½ %	Tls. 80 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10½ buyers
China Provident Loan & Mortgage Company, Ld....	100,000	$10	$10	$8,0000	$1,581	80 cents for 1905	9 %	$9
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905.....	7½ %	$16
Green Island Cement Company, Limited	150,000	$10	$10	$410,000 / $500,000	$52,291	$2 dividend and 50 cents bonus for 1905...	8½ %	$29
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	11 %	$22½
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 / 65 cents for 10 months ending 28.2.06 ...	7½ %	$16 ex div.
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	6½ %	$235
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Final of $15 making $19 for 1905	8 %	$240 buyers
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares	6½ %	$29
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	11 %	$9
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,503 / Tls. 27,603	Tls. 10,374	first interim of Tls. 7½ paid 15.3.06 account 1906	8 %	Tls. 245 sales
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 3½ final & Tls. 1½ bonus making Tls. 8½ 1905	6½ %	Tls. 135 buyers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 / Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ...	9½ %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 71 buyers
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6	...	Tls. 410 sellers
	7,200	£20	£5			First year	...	Tls. 280 sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $44,089	None	...	$20
Steam Laundry Company, Limited	20,000	$5	$5	none	$1,134	50 cents for year ended 31.5.05	8½ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 / Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$22,000	$551	80 cents / $19.80 for year ended 31.5.1905	9 % / 11 %	$9 / $180
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 / $25,000	$7,734	Final of 50 cents making $1, for 1905	7½ %	$13 ex d. buyer
William Powell, Limited	15,000	$10	$10	$4,500	$676	Interim div. of 50 cts. for the year 1905/6..	10 %	$10½ sales

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